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# The Hongkong Telegraph

FOUNDED 1861  
No. 12,314

四拜禮

號六廿月十英曆

THURSDAY,

OCTOBER 26, 1922.

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THE DRAGON MOTOR CAR CO., LTD.

## TO-DAY'S BUDGET DEBATE.

### UNOFFICIAL MEMBERS' CRITICISMS.

### P.W.D. REFORM ADVOCATED.

### DEMAND FOR LABOUR GUILD CONTROL.

### Pleas for New City Hall and Better European Education.

To-day's meeting of the Legislative Council brought forth many criticisms and suggestions from the Unofficial Members on the Colony's Budget for 1923. The second reading of the Budget Bill was taken and all the Unofficials spoke on the Government's proposals. Below will be found the full speeches of several of the speakers, but the meeting was still in progress at the time we went to press.

#### MR. PARR'S SPEECH.

The Hon. Mr. E. V. D. Parr, the Senior Unofficial, first addressed the Council. He said: It is admitted that the outstanding feature of the Budget is the present satisfactory position of the Colony's finances, the actual balance for 1921 being \$6,473,745. Land sales amounting to \$2,500,000 (due to the unforeseen circumstances of the year, Sir) and the Colony's extensive programme of building new roads, is largely responsible for this satisfactory state of affairs. With a continuance of this wise policy, the \$600,000 estimated from land sales during the coming year may be on the conservative side, whilst, given wise and progressive development, assessed taxes, liquor and tobacco revenue, stamp duties, water excess and postage should also continue to increase.

#### The Opium Problem.

As regards opium revenue, I hold that what I have said before in this Council on these occasions has proved in the interval to be correct. The Government's difficulty in suppressing the smuggling of the drug will increase in my opinion rather than decrease, though they may discourage the trade by limiting the supply and increasing the price, thereby handing this additional revenue to the smugglers, so long as China continues to grow the poppy. I maintain, Sir, that this cause will best be served by the Government controlling the import of opium into China. Fining ships will not prevent the smuggling, for ship's officers cannot fairly be held responsible where the police fail. The Hon. Member representing the Chamber of Commerce urged last year that these penalties should not be imposed on ships, where it can be proved that all possible reasonable precautions have been taken by the Master and Officers to prevent smuggling. The Chamber of Commerce have similarly urged that the Government should adopt the same attitude as the Chinese Maritime Customs in the respect.

#### Wireless Position Finders.

We shall be glad to know how the matter of wireless finders stands at present. The importance of our harbour increases every year, and the necessity for these wireless position finders in times of fog becomes more urgent. The members of the shipping community with whom I have consulted consider that this instrument is a necessity, and it is hoped that when Hongkong sets the example, the Chinese Maritime Customs will follow suit by erecting similar wireless position finders along the coast.

#### Observatory Criticised.

I think that the Hon. Member for the Chamber of Commerce said last year on the subject of the Observatory has been amply justified in the interval, and it has been proved conclusively that expansion is necessary. We approve, therefore, a new transit instrument and apparatus for remitting wireless time signals

which is to be purchased, but the question arises why this instrument was not erected before the present typhoon season and whether, if it had been, the serious loss of ships, in one case with valuable lives, might not have been averted. The matter is to be referred to the Government and, if what I have hinted at proves to have been the case, then indeed someone has indeed blundered. My colleague from the Chamber of Commerce has more to say on this subject, but before leaving it I would mention the commendable visit of our Captain Superintendent of Police, which I understand was on his own initiative, to Shanghai and Manila to consult with the Police Departments there in order to compare notes and possibly benefit the Colony by their experiences. It might be suggested that the Director of the Observatory would be well advised to pay the observatories of Singapore and Manila a similar visit.

#### Police Matters.

We raise your hope, Sir, that the restoration of peace and tranquillity in China will before long render the task of the Police in Hongkong a less arduous one than it now is, but we fear that at present this is a forlorn hope. We note that the cost of the police establishment is to be advanced by some \$170,000 to a total of \$1,628,000. If found necessary, this sum must still further be increased. The question, however, is whether the Colony is getting full value for these large sums; whether every man, European and native, in the force is as good as the energetic Captain Superintendent of Police to the best of his ability, whether the Chinese and Indian constables receive adequate inducement not to fail in their duties where temptations arise? Discipline is, of course, of paramount importance, but do the men have to submit to too many irksome drills off duty? Are their quarters adequate and their living conditions such as to promote contentment and efficiency? Are the language allowances sufficient and distributed to the best advantage? That the Europeans should speak Chinese and the Chinese speak English is most important. There has, I believe, never been a time in the history of the Colony when the efficiency of the Force was more necessary than it is to-day. It seems a question whether the sentences imposed by our Magistrates are sufficient and whether if they were empowered to use the "cat" more frequently, it would not tend to deter cowards who snatch women's purses for instance. We know that "the quality of mercy is not strained" but light sentences under present conditions in most cases at least will not prevent crimes. We are glad to note that the European strength is increased by 32 men, the majority of whom are recruited from the Royal Irish Constabulary. Now that this one of the finest forces in the Empire, has been disbanded, should the opportunity not be seized to at least double this number? I personally am one of many who think it should. For instance, more European officers are required to superintend and assist the native police and preventive

officers in the searching for arms, opium, etc., and there are equally other important duties that more Europeans are required for.

#### Education of European Children.

Under Education we note that one shorthand teacher only is mentioned on page 63, and we consider that the Government should do more to encourage the younger generation to take up shorthand. Hongkong is lamentably behind any other business centre of the Empire in the lack of elementary shorthand writers, and it cannot be too well known that the necessity for stenographers will increase as the business of the port increases. More consideration in the education of the small European children of the community is called for. We do not grudge our Chinese friends and neighbours being better off than Europeans in Hongkong in this respect, but it is not everybody among the European community who can afford to send their children home to be educated, and with the expansion of the Colony, this question of the education of foreign children requires more attention.

#### Public Works.

We now come to the Public Works Department policy, and we note the Government think they will probably reach the 7½ millions estimated to be spent, a considerable part of this sum is already allotted to several large works actually in progress. We hope this does not mean that the money is not to be spent to the best advantage and full value received. It seems very problematical whether so large a sum, under present conditions, can be properly spent. Would not much wastage be avoided by drawing up a more modest programme and getting it agreed to date? We should like to know when the Peak Motor Road is going to be finished. It was understood this road was to have been completed in time for the last summer rains, but at present it does not seem that it will be ready even for use by next year's monsoon. I am one of those who make no apology for approving of the building of new roads in the Colony so long as they open new building sites, and this policy, I contend, shown to be amply justified by results. The Unofficial Members, however, would like to be assured that the \$492,000 for the Shek-O Road includes the cost of metalling and repaving.

We should like some explanation regarding the following items:

No. 65, Page 79: Original estimate for the Kowloon Hospital \$360,000, revised estimate \$554,000.

No. 79 (B): Training nallahs, Waterloo Road Nallah extension to Temple, \$21,000 increased to \$48,000.

No. 98, page 80: Quarters for Inspector of Vernacular Education in the New Territories Tsipo, \$15,000 increased to \$35,000. Will this building be required for a native or a European?

No. 106, page 81: What annual revenue is anticipated from the construction of Water Boat Dock at Lai Chi Kok, \$440,000?

#### Labour Agitation.

The cost of building in the Colony is increasing beyond all bounds, and in my opinion under present conditions it is not likely to be less for some time to come. I indeed at all in our time. I say emphatically that it is the Government's bounden duty to look round and see how best they can remedy this serious state of affairs. It is fairly well known that Government work, the building of houses for the staffs, has had to be abandoned owing to excessive costs, which reacts on the community and makes the present house shortage still further acute. So long as building plans cannot be carried out for these reasons, senior European servants should be granted a house allowance, and this ought to apply to bachelors as well as families wherever they may be domiciled for the time being. The matter has been referred to before in this Council and might not have assumed this present proportions if the Govern-

ment had dealt with it sooner. The building contractors, vide a recent letter which appeared in the local press and advice addressed to their employers, say that the amount of building at present going on in this Colony is such that there are not enough workmen in the Colony to cope with it. What does Shanghai do? There is just as much building going on there, and it is true that certain work is resting more here than it is being regularly carried out for there? Why is the supply of labour into the Colony being unlawfully restricted? It is the unanimous opinion of my unofficial colleagues, and I believe I am voicing the opinion of all right-thinking men and women in the Colony, that the Government should take immediate steps, by legislation if necessary, to bring all labour guilds, unions and such-like associations in Hongkong under stricter control. We have had a most unpleasant experience and a bitter lesson in the last general strike, which practically paralysed the economic life of the Colony. No one can sympathise more than we do with the legitimate and reasonable aspirations of the labourer for the betterment of his conditions of living, but we strongly condemn those who, under the cloak of serving the interests of the labouring classes, promote their own interests solely, at the cost of the whole community. It is generally these men who, while doing the greatest mischief to Society, escape punishment when the law is transgressed, for they pull the strings behind the scenes and at a safe distance. We want to see some legislation enacted which will effectively put a stop to agitation and intimidation, and will also prevent labour unions being made the tools of unscrupulous persons. My colleague, the Hon. Mr. Bird, mentioned last year sums of money which new workers have to pay as entrance fees before they are allowed to start working here and which, of course, many cannot pay, and so have to stay away. Now the contractors, who have written the above letters, must see that this is one of the chief causes, if not the cause, of their present troubles. This important building question must be allowed to remain one of legitimate supply and demand, and the Government's plain duty is to see that the development of the Colony is not stultified or impeded by prices reaching a higher point than the general trade of the Colony can support. The high water-mark has now been reached. Contractors and the labourers themselves stand to lose most if the present state of things goes from bad to worse.

The Director of Public Works is operating successfully quarry works at North Point. Cannot the P.W.D. similarly make their own bricks for Government buildings and thus remove another cause of present increased cost?

We note that the estimated expenditure on new pumping plant for Tyam Tuk is \$311,000. Have the Government considered the question of electrical pumps for this extension? If so, what is the relative capital cost of the steam and electrical schemes completed ready for operation, and what is the relative cost of operating same?

Street Lighting. It is noted that the estimated cost of gas lighting for the City suburbs and Hill district has been increased from \$65,000 to \$78,000 and the electric lighting has been decreased from \$25,750 to \$25,000. Is it the intention of the Government to increase the number of gas lamps and decrease the number of electric lamps? Have the Government considered the advisability of adopting the series system of electric lighting for streets, which gives such excellent results in Shanghai and, further, has the advantage of being controlled from one or two points?

P. W. D. Reform Needed. In view of the large amount of money expended on public works, we are of opinion that further reorganization of this Department is desirable. The duties of the Director of Public Works should be advisory only, and the enormous amount of detail work at present handled by this officer

should be carried out by his senior assistants, each of whom should have charge of his own department and have considerably increased powers and responsibilities. Such an arrangement would tend to expedite the carrying out of public works and should remove the present delay experienced in obtaining Government sanction for the erection of buildings, sanitary works, etc., etc. Quite possibly an increase in the salaries of the senior technical staff would be involved, but it is not unlikely that economies in other directions would be effected and the Government not have a body of senior technical assistants each accustomed to the control of a department and of tried administrative powers from which to select future Directors and Assistant Directors of Public Works as required. In making these remarks we are not criticising our hard-working Director but are desirous of helping in what it is thought is becoming a too arduous task for one man.

The Loan Question. We are glad to note that the question of providing for large public works by means of a loan, recommended by many Unofficial members of this Council, is not being lost sight of by the Government. As the Colony has the money in hand, the amount required for the Praya East Reclamation scheme should be treated rather as an advance recoverable on the sale of the land as it is a matter of temporary accommodation only. But the method of loans could, with advantage, be made use of in connection with big water works schemes, harbour development, etc., as outlined by Your Excellency.

The serious state of affairs which arose in connection with the water supply of the Colony during the past few months is proof that much bigger schemes are required before the Colony has a sufficient water supply. The public will therefore be interested to hear something more of any scheme for the extension of catch-water on each side of Tyam Tuk as well as on the mainland. The Colony may have too little water, but the Government will never be blamed for economically storing too much.

Military Lands. We should like to have heard more from Your Excellency on the subject of military lands. Do the Government intend to wait until a bad fatal motor accident occurs in Garden Road before widening it? The cars have necessarily to come up the hill at a fair speed, and it speaks well for the police control, as well as for the drivers, that no-one has yet been killed, but it remains most dangerous for pedestrians and chair traffic. What is the situation as regards the military lands on the Hongkong side and how long is the fine site on the Nathan Road, Kowloon, in the middle of a residential district, to be used for stabling Army mules?

#### MR. CHOW SHOU-SON'S SPEECH.

The Hon. Mr. Chow Shou-son said:—Sir, I wish to amplify the remarks of the Senior Unofficial Member on certain points which intimately concern the Chinese community, and also to touch upon one or two matters affecting the Chinese alone, which have not been dealt with by him. When the Ordinance regulating child labour was introduced in this Council at the end of last month, I urged that greater facilities should be given for the education of the young children of the labouring class, so that they may be looked after when their parents are out earning their living. The Chinese have been much gratified with the sympathetic attitude of the Government towards this matter, and I take this opportunity to express our grateful thanks to Your Excellency.

#### The Water Shortage.

My Chinese colleague and I desire to bring to the notice of the Government the great hardship which the poorer classes of the Chinese have undergone during the recent water shortage. At a meeting of the Sanitary Board at the beginning of

August last, I moved a resolution that the old wells in the Colony be re-opened, but that motion was rejected upon the opposition of the Medical Officer of Health, on the ground that wells are liable to contamination and thereby to become a source of danger to the community. Notwithstanding this apprehension, I still urge that old wells be re-opened and new ones sunk, in view of the very great hardships caused to the poor people, especially now that the rainy season is over, and our reservoirs are far from being full. The Government could first satisfy itself that a well is not contaminated by sewage or other matters before allowing it to be re-opened, and can also bring all wells under strict control. As I said at the Sanitary Board meeting when moving the resolution, the Chinese do not drink water that has not been boiled, and they could be warned to use well-water for washing purposes only. More water is used for washing than drinking, and so the wells, if opened, should considerably relieve the heavy drain upon our existing limited supply from the reservoirs. I wish it to be understood that my suggestion is merely an expedient to lessen the hardship on the people, and not a substitution for any permanent scheme for increasing the water supply, which is necessary for our increased and increasing population.

#### Our Food Supplies.

Last year, speaking upon the draft Estimates for 1922, the late Mr. Lan Chu-pak mentioned a certain scheme for reclaiming a tract of submerged land in a certain part of the New Territories for the purpose of growing paddy that should suffice to meet all local demands for five or six months in the year, thus rendering Hongkong less dependent upon outside sources for the supply of rice. The last general strike in this Colony has proved the wisdom of his suggestion. I think that, profiting from that strike, the Government should encourage as much as possible the cultivation of rice and vegetables, and the establishment of poultry farms, so the Hongkong may not depend to the extent it now does, upon the outside for its food supply.

#### Labour Agitators.

My Chinese colleague and I endorse the remarks of the Senior Unofficial Member in regard to labour guilds and unions. While we sympathise with the legitimate aspirations of the labourer for the betterment of his living conditions, we consider that unscrupulous persons should not be allowed to trade upon the credulity and ignorance of the simple labourers. In my view, such legislation as is suggested by the senior unofficial member is for the real good of the honest and law-abiding working men. Stricter measures should be adopted for preventing the smuggling of arms and ammunition into the Colony. I believe that about three years ago Mr. Ho Fook spoke upon this important subject in this Council, and since then the situation has become worse. I know that it is no easy matter to detect arms surreptitiously introduced into the Colony, but the public expect to see better results, even though the Force may have to be further increased for the purpose.

#### The Chinese Police.

In supporting the recommendation of the Senior Unofficial Member for increasing the strength of the European Contingent for the search of arms, and for bringing the Police Force up to a greater standard of efficiency, I know that I have the whole Chinese community behind me. The re-organization of the Detective Sub-Department under a Deputy Superintendent is a step in the right direction, and I venture to express the view, which I hold strongly, that the number of Chinese detectives should be increased. Whatever may be said of the Chinese as a race, it is the fact remains that they cannot be dispensed with in this Colony for the detection of crime. Now that they are placed under the

immediate supervision of a Deputy Superintendent who, I presume, understands the Chinese language, and if their conditions of service were improved, as I think they should be, they ought to become useful instruments for the detection and prevention of crime. It is only fair to say that there are not lacking among the Chinese detectives, men who are ready to face danger in the execution of their duty, as many Court cases have revealed. In order to give our police greater encouragement, the Government should compensate adequately the family of any man who may lose his life in the discharge of his duty. I am sure that this and other suggestions of the Unofficial members relative to the Police, will commend themselves to the Government and particularly to our energetic and over-worked Captain Superintendent of Police.

#### MR. LANG'S SPEECH.

The Hon. Mr. A. O. Lang said:—Sir, I desire to associate myself with the remarks of the Senior Unofficial Member, and to congratulate the Government on being able to lay so satisfactory a Budget before the Council. In these times of commercial stagnation, the absence of proposals in respect of new taxation is a pleasing feature, and I trust the present financial position will long be maintained and that increased levies, in any shape or form, will be unnecessary for many years to come.

#### Foreign Liquors & Tobacco.

In the first place, Sir, I venture to renew the representations which I made last year with regard to a reduction in the duties on foreign liquors and tobacco, and in view of the fact that the revenue from these sources is expected to far exceed the estimate, I am encouraged to hope for sympathetic consideration of this request. The existing scale of duties is particularly severe in the case of light wines, and the general tendency of these high duties is to increase the consumption of spirits at the expense of a less harmful form of stimulant.

#### Observatory.

With reference to the Observatory, Sir, I had occasion at the annual general meeting of the Chamber of Commerce, held in April last, to refer, amongst other matters, to the Hongkong Observatory, and the hope was then expressed that the Government would see its way to increase the annual vote in order that the Colony might be supplied with the most reliable data in the shape of daily weather maps and weather reports, especially during the typhoon season.

I regret to find there is a general feeling that the Observatory and its system of recording storms and conveying information to shipping is not all it should be, and it is obviously unnecessary for us to comment on the importance of this matter in a Colony almost entirely dependent upon its shipping industry. Certain recent events appear to have created a lack of confidence, possibly unjustified, in the Observatory and the present system of recording typhoons, and as a result a very full report dealing with the subject has recently been forwarded to the Government by the Chamber of Commerce. I am confident, Sir, the Chamber's request will be received in a sympathetic spirit, and that in a case of this kind the Government will extend its fullest cooperation, more especially as the matter is one affecting the vested interests of the port, both on land and sea, and what is of paramount importance, one so closely connected with the safety of life not only in the Colony but on vessels and native craft in neighbouring waters. The Chamber of Commerce has suggested certain procedure with regard to an investigation in order to ascertain whether the Colony is being served with the best available meteorological and wireless broadcasting systems, or whether the present arrangements are adequate in view of the important interests involved, and it is hoped the suggestions put forward, as the result of careful deliberation, will in the main be acceptable to the Government.

(Continued on Page 4 and 7.)

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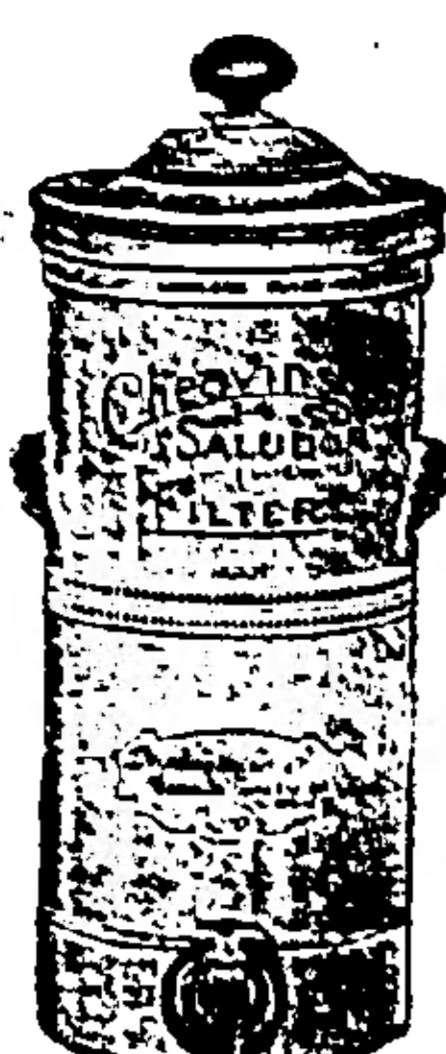
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**EARLIER TELEGRAMS.**

**ANOTHER LEAGUE OF NATIONS.**

Washington, Oct. 25.  
The first step towards the formation of a League of Nations for the American Continent has been taken by the United States inviting five Central American Republics to a conference at Washington on December 4th, with the objects of negotiating treaties to make effective such provisions of the Treaty of Peace signed at Washington in 1907 as experience has shown to be useful in maintaining good relations and co-operation, concerning measures whereby the Central American Republics may carry on the endeavour of the Powers participating at the Washington Conference in 1921, adopting effective measures to limit the armaments of Central America and working out a plan for establishing tribunals to inquire into disputes with regard to the proposed treaties which cannot be settled diplomatically.

**RHODESIA AND THE UNION.**

Pretoria, Oct. 25.  
On the occasion of the referendum on October 27th, General Smuts has sent a message to the Rhodesian electors warmly advising them to enter the Union, which will prove the same unmeasured blessing to Rhodesia as the four original provinces, predicting that the Union is going to be for Africa, what the United States has become for America, and stating that the Imperial Government is anxious that Rhodesia should enter the Union, thereby rendering real Imperial service.

**FAR EAST STUDENTS.**

London, Oct. 25.  
The Society for the Propagation of the Gospel has decided to join other Missionary Societies, in showing active sympathy towards some thousands of students from India and the Far East at present in England. The Secretary has been appointed to attend to this particular work.

**NEW INDIAN LOAN.**

London, Oct. 25.  
The prospectus is being issued to-day, of a new Indian loan of twenty million sterling, at 4½ per cent., at a price of 85, redeemable 1950-5.

**THE NEW LORD ADVOCATE.**

London, Oct. 25.  
The Hon. William Watson, K.C., has been made a member of the new Cabinet, to act as Lord Advocate.

**AN ADMIRAL RETIRES.**

London, Oct. 25.  
Rear Admiral Corbett has been placed on the retired list at his own request.

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Peps Defend Your Lungs  
Against Chill & Germ Attack.

The weak-chested have no longer cause to dread the arrival of the cold-season, for those novel breathable tablets, Peps, make the chest and lungs strong and cold-resisting.

"Catching a cold" at this season should never be regarded as a mere matter of course, nor is it necessary for the old bronchial trouble, or asthma, to be as bad as ever.

When an attack of sneezing indicates the presence of "the cold-germ", or an exhausting cough bout foretells a revival of old chest complaint, the wise policy is to take Peps without delay. As Peps tablets dissolve in the mouth, they give off powerful medicinal fumes. These immediately circulate through the air-passages destroying all germs that have found their way into the nostrils, throat or bronchials. At the same time the sore inflamed membrane is soothed, healed and protected, hard phlegm is softened and expelled, breathing is made easy, and that long-standing cough and chest soreness soon disappear. By their quick direct action Peps keep trouble off the lungs, and wet, cold or chilly weather can be faced without the least fear.

The Peps treatment is based on the scientific fact that just as a cold is breathed into the system so the remedy, to be effective, must also be breathed in. That is why it is always advisable to depend upon Peps to arrest any cold or chill in its first stages, and so prevent trouble spreading to the lungs or starting bronchitis, asthma, exhausting night and morning cough, wheeziness, sore chest or difficult breathing.

Peps, which are guaranteed free from all harmful drugs and narcotics, are obtainable of chemists and medicine vendors in Hongkong, Shanghai and The Straits. In sealed glass bottles with full directions enclosed.

**RETROCESSION OF  
WEI-HAI-WEI.**

British Navy as "Guests Only."

Replying to the speech of the British Officer Administering the Government of Weihaiwei, Mr. M. T. Liang, head of the Chinese Commission, stated:—

"After considering the question from all points of view, we can welcome his Majesty's ships into Weihaiwei Harbour as guests only."

**JAPANESE IMPERIAL  
WEDDING.**

Princess Nagako's Trousseau.

A large part of the trousseau, and jewels for the marriage of Princess Nagako to Prince Regent Hirohito have already been ordered.

The Princess' trousseau will include foreign and Japanese dresses for all four seasons and among her jewels will be a crown and necklace, the value of which is said to be 1,000,000 yen. Her jewelry will be made in Kyoto at a cost of 20,000 yen (\$10,000). The jewelry is a kimono of 12 thickness of 12 kimonos worn one over the other. Princess Nagako will have two outfits of these.

Ten suits of foreign clothes ordered for the Prince Regent will cost 5,000 yen and 20 chests of drawers to be constructed of paulownia wood will cost at least a thousand yen each.

Kasumigaseki Palace, the Tokyo residence of the Prince Regent is to be overhauled for royal couple, the repairs costing approximately 200,000 yen.

**DON'T BUY GLASSES**

as you would shoes. Many defects of the eyes are revealed only by a careful examination, and can only be corrected with specially ground lenses. If your eyes trouble you, have them thoroughly examined and scientifically tested in the refracting chamber of the Hongkong Optical Co., successors to Clark & Co., manufacturing and refracting opticians (the only competent optical manufacturing house in the colony) located in 53, Queen's Road Central, and a pair of lenses be specially ground to correct their defects.

Proven best by every test.  
**MOUTRIE PIANOS.**

**POWELL'S**

3871 'PHONE

We invite inspection of our  
large range of materials for

**UPHOLSTERY  
LOOSE COVERS  
CURTAINS**

Cretonnes,  
Tissues,  
Taffetas,  
Velours,  
Tapestries,  
Corduroys,  
Poplins.

Our representative is always ready to  
call with a full range of Samples.

**Wm. POWELL Ltd.**



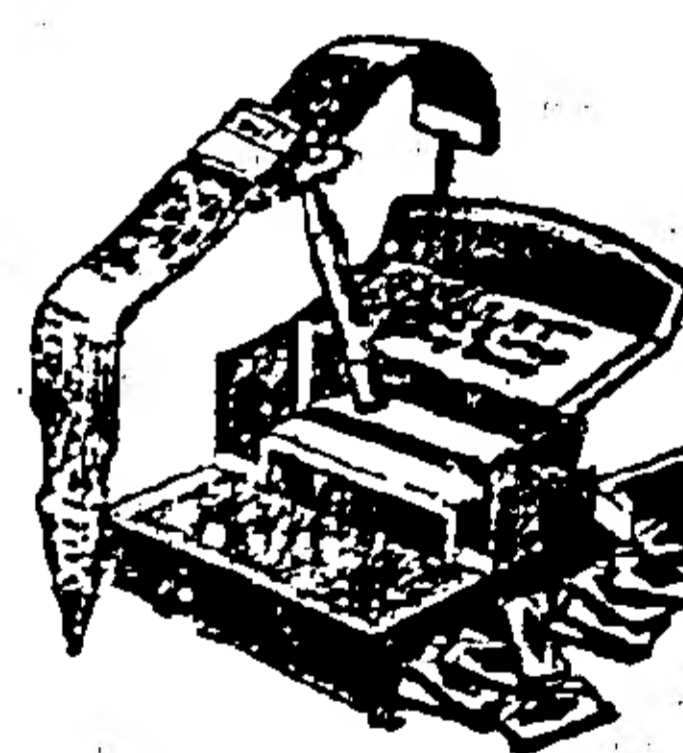
**THE SECRET OF  
AN EASY SHAVE**

lies in the sharpness of the  
razor blades. "Valet" blades  
are the sharpest in the world,  
but they would soon lose  
their edge if it were not for  
the automatic stropping de-  
vice which is the essential  
feature of the "Valet"  
AutoStrop razor. A few  
strokes on the strop retain a  
perfect shaving edge on the  
blade for weeks and weeks.

**"VALET"  
AutoStrop  
Safety Razor**

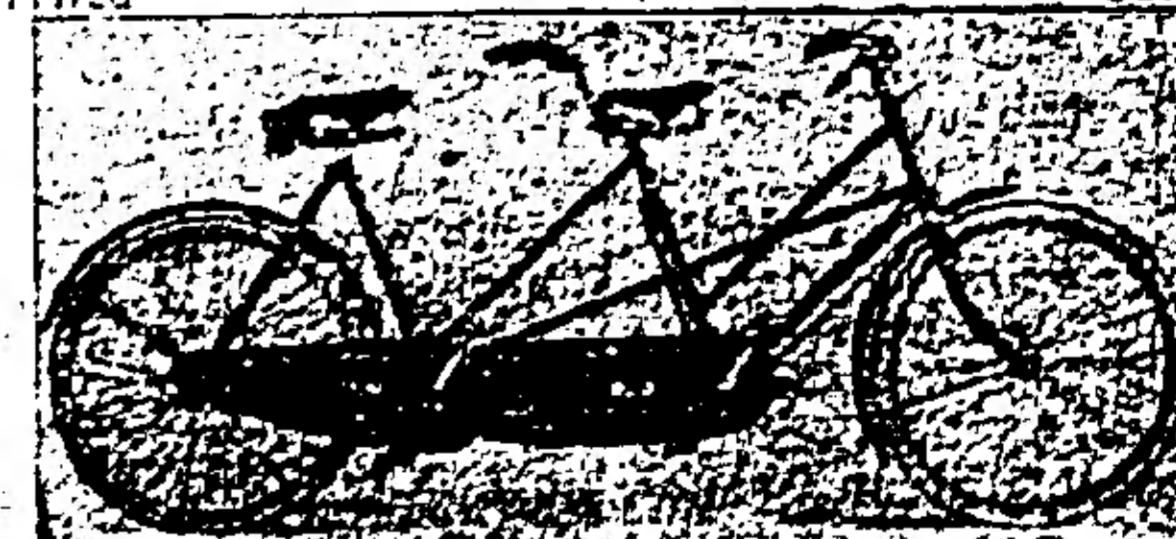
THE STANDARD SET  
(New, 15 blades of Super Valet  
quality, and complete set of  
strops, 12 blades, 12 strops,  
and one year's "Valet" service, and  
a complete set of instructions and  
a book of all high class dealers.

The "Valet" razor is made in England,  
and is the only razor of its kind  
in the world. It is the only razor  
of its kind in the world.



English Bicycles  
and Racers  
now arrived

**THE HANG LEE CYCLE CO.**



LADIES & GENTLEMEN'S  
CYCLES AND TANDEM  
FOR HIRE OR SALE  
TELEPHONE NO. K-771

**E. HING & CO.**

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND  
HARDWARE MERCHANTS.  
25, WING WOO ST.  
PHONE CENTRAL NO. 1110. CENTRAL.

NOTICE.

HONGKONG HOTEL CO., LTD.

TEA DANSANT

HONGKONG HOTEL

EVERY

MONDAY

TUESDAY

THURSDAY

FRIDAY

5 p.m. to 7 p.m.

Price \$2.00 (including tea)

Tables may be Reserved on Application.

HALL'S DISTEMPER  
The KING of Water Paints

Its Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office. Handled by all Contractors and Painters. Write for our Brochure on "How to decorate your Home."

WILLIAM C. JACK & CO., LTD.

Sole Agents

HONGKONG & SOUTH CHINA.

NEW CHINESE MINISTRY.

Kao Ling-wai Named as Acting Premier.

A Peking message of the 13th inst. states: A reliable report has come from the President's Office that Kao Ling-wai, Minister of Agriculture and Commerce, will be appointed as Acting Premier and concurrent Minister of Finance. Preparation will then be made to send the name of General Chang Tso-tseng, present Minister of War, to Parliament as the formal Premier.

President Li Yuan-hung is sending two representatives to Peking to talk over the situation with Tsao Kun.

Another message of the same date states: Dr. Wang, Premier, sent the resignation of his Cabinet to the President last evening. It was learned from the President's Office this morning that Li Yuan-hung and Wang Chung-hui held a consultation in which Dr. Wang held a firm determination to stand back of his resignation. President Li urged him to stay and help run things a little longer, but Dr. Wang pointed out that he had only promised to carry the Government through the Mid-Autumn Festival, and that it would be best for the President to find another man to form the Cabinet.

PRESIDENT'S DIFFICULTY.

The general feeling exists that this bitterness between Parliament and the Cabinet is due to the overbalancing of Loyalism in the present Cabinet, rather than to any ill-feeling against Dr. Wang personally. President Li Yuan-hung has a hard problem to solve in that if he can induce Dr. Wang to remain, then the Loyalism must go. If that is done, General Wu Pei-fu will be displeased and there will be more trouble. If Dr. Wang goes out and Kao En-hung and other Wu men remain behind, then again the opponent to the Loyalism clique will still be dissatisfied.

WHO WILL REMAIN?

It was reported from the Cabinet Office that Dr. Wang, Dr. Koo and Dr. Lo Wen-kan will leave the Cabinet but that Kao En-hung will remain.

The local papers speak of a compromise whereby the Parliamentarians might be appeased. It is suggested that President Li Yuan-hung submit the nomination of Dr. W. W. Yen to Parliament as the formal Premier. In the meantime that Parliament can get to that business slowly, General Chang Tso-tseng, present Minister of War, should be appointed as concurrent Premier. The drawback to this scheme, however, is in the fact that Wu Pei-fu has felt for some time that General Chang should not stand for Premier at the present moment.

These prognosticators work on the basis that the Parliamentarians favourable both to Loyalism and Peking would be satisfied to have Dr. Yen for the Cabinet and also that he will be willing to do so, which he has thus far refused.

LIVING ON YOUR NERVE.

And Its Dangers.

Everybody has a store of nervous energy. When work or worry without sufficient rest exhausts this store, a condition results that medical men call neurasthenia. It is commonly met with in those who have had many anxieties, those who have worn themselves out caring for sick relatives, business men who worry over their affairs and do not take proper rest, and women who work beyond their strength.

The signs are clear. Your complexion becomes pale, you imagine unpleasant things, your brain insists on working when you want to go to sleep. Sometimes you are melancholy, nothing pleases you. Constipation is usually present. You worry about yourself and your work and cannot forget your anxieties.

No doctor can cure neurasthenia; you have to do it yourself. First, worry less and don't overtax your strength; then, take Dr. Williams' pink pills, for they supply new blood to feed your worn-out nerves, and so steadily build up your health.

Begin to replenish your store of nervous energy by commencing Dr. Williams' pink pills now. Any dealer can supply; or direct from the Dr. Williams' Medicine Co. 95 Szechuen Road, Shanghai, \$1.50 per bottle, \$8.00 for 6 bottles, post free. For men and women too.

WORLD-WIDE SPORT.

Mr. T. O. Ridaway, captain of the Australian bowling team which has been touring Britain, has left Liverpool for New York. Mr. Ridaway said the tour had been very successful, and that the British Bowling Association would probably send a team to Australia next summer to play return matches.

While France, Italy, Holland, and Portugal were all strongly represented in the eight miles swimming race through Paris, great interest was aroused in the effort of Billington to overhaul the other champions, to whom he conceded 10 minutes' start. There were over 50 starters, including 10 women. The winner was Sacher, Italy. Billington, Great Britain, was fifth. The winner's time was 2 hrs. 52 mins.

Running at High Wycombe H.F.V. Edward, the British sprint champion, broke down in the final of the 220 yards race after winning his heat in 23 seconds. He strained a thigh muscle. W. A. Hill, the ex-champion, was successful in winning the 220 yards race by four yards in 22.3 secs.

Millwall have secured the transfer of Joe Lane, the Birmingham centre-forward, at a big fee.

After racing had been in progress some time at Leicester, an aeroplane landed in the centre of the course. It had brought Donoghue from Deauville to ride Granely in the Leicestershire Stakes. Shortly after the decision of the race the aeroplane took the champion jockey back again.

In connection with an application from Arbroath United F.C. for membership at a meeting of the S.F.A. Council, it was stated that the existing Arbroath club had raised an objection to the name taken by the new club. The Council expressed willingness to admit to membership provided the name Arbroath Athletic was taken instead of Arbroath United.

THE VICTORIA

A small investment with a big dividend. MOUTRIE—Exclusive Distributors

NOTICE.

WHITEAWAY LAIDLAW & CO., LTD.

MEN'S WEAR SPECIALISTS

"JASON" PURE WOOL UNSHRINKABLE

UNDERWEAR

(SOLE AGENTS)

THIS UNDERWEAR POSSESSES THE VERY PROPERTIES AND QUALITIES THAT ARE ESSENTIAL TO HEALTHY CLOTHING. HEAT WILL NOT PASS THROUGH WOOL SO READILY AS IT DOES THROUGH SILK, OR COTTON, CONSEQUENTLY WOOL IS MUCH BETTER FOR CLOTHING THAN EITHER OF THE OTHER MATERIALS.

"JASON" GARMENTS ARE MADE FROM THE BEST WOOL OBTAINABLE. THEY ARE ELASTIC, POROUS, ABSORBENT, NON-IRRITATING, AND UNSHRINKABLE. EVERY GARMENT REPLACED IF IT SHRINKS. WE ARE NOW ABLE TO RETAIL THIS "HIGH GRADE"

WOOLLEN UNDERWEAR"

AT VERY ECONOMICAL PRICES

TROUSERS,

From \$3.95

VESTS

(LONG SLEEVES)

From \$3.95

SHORT SLEEVES

From \$3.75

JASON UNDERWEAR

STOCKED IN FOUR

WEIGHTS:—

LIGHT, MEDIUM AND

HEAVY.

INSPECTION CORDIALLY INVITED

WHITEAWAY, LAIDLAW & CO., LTD.



# THE OCTOBER VICTOR RECORDS ARE HERE

S. MOUTRIE & CO., LTD.

EXCLUSIVE DISTRIBUTORS

Chater Road.

Tel. 527 Central.

## NEW ADVERTISEMENTS.

## WANTED.

**WANTED.**—W. Sinclair would be glad to hear of anyone having a flat to dispose of (furnished or unfurnished) from the beginning of the New Year.

**WANTED.**—Nurse for boy of 7. Half day, whole day or resident. Apply to Mrs. Mackintosh, 7 Stewart Terrace, 93, Peak.

**BROKER.** Wanted by European firm a Chinese Broker. Must have a thorough knowledge of English and previous experience in export and import trade. Apply stating age, experience and salary expected to Box No. 808 c/o "Hongkong Telegraph."

**VIOLET CAPELL.**—Trained at the FLORENCE LEWIS ACADEMY OF DANCING, London. Will give lessons in Ballet, Classical, Step dancing and all branches of children's work. Will visit schools. Address all inquiries to Miss V. Capell, Station Hotel, Kowloon. Tel. K.120.

**WANTED.**—Lady travelling to England via Suez in February requires nurse to look after a small child during journey. First class passage to London, return in exchange for services. Apply Box 806, c/o "Hongkong Telegraph."

**W. O. BARRINGTON.** B. Sc. (Hons.) Undergraduate of P.O.T. Certificate (Science) Private tuition to University Students, etc. For particulars apply G.P.O. Box No. 653, Hongkong.

## TO BE LET

**TO LET.**—One European flat in "The Building" Gap Road, Wan Chai. Apply to 32 Kennedy Road.

**TO LET.**—Spacious two-story bungalow, situated on the sea-front at Mong Kok. Capacity 6/2000. Apply Box No. 807, c/o "Hongkong Telegraph."

**TO LET.**—Up-to-date new office rooms, new building, airy and well ventilated. Central locality. Apply The Hong Shing Co., 24, Queen's Road Central.

**TO LET.**—Immediate occupation. A newly-built house on Bowen Road level. Seven large rooms and spacious out-houses. Tennis court and garden. Suitable for Mess or private boarding house. Apply to: J. M. NORONHA, CREDIT FONCIER D'EXTREME-ORIENT, Prince's Buildings.

## FOR SALE

**FOR SALE.**—Steam Launch 1st. Class Condition. For full particulars apply Box No. 773 c/o "Hongkong Telegraph."

**FOR SALE.**—In Shau ki-wan, a plot of land suitable for a building site, near Tram Line. For particulars apply Box 602, c/o "Hongkong Telegraph."

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction on Wednesday, the 1st. Nov., 1922, commencing at 2.45 p.m. at No. 8 B Orient Building (Top Floor) A Quantity of Valuable Household Furniture (Full particulars from catalogue) On view on day of sale. Terms: Cash on delivery. **LAMBERT BROS.** Auctioneers.

## KOWLOON CRICKET CLUB.

**THE** Annual presentation of Cricket, Tennis and Bowls prizes will take place on SATURDAY, 28th. inst. There will be a Mixed and Gent's Doubles American Tennis Tournament. Play to commence at 2.30 p.m. sharp. Entries close on FRIDAY, 27th. inst. at 7 p.m.

**P. HEATHCOTE,** Hon. Secretary, 26th. October, 1922.

## NOTICE.

The hairdressing saloon of Messrs. Campbell Moore and Co., which was formerly situated in the Hongkong Hotel, is now being carried on in the premises of the Hongkong Cigar Store on the corner of Alexandra Building. We have no connection with the present bar-bar's shop in our old premises.

Whilst thanking our numerous customers for their past support, we beg to solicit the continuance of their patronage.

Est. 1886. Over 25 years in the Hongkong Hotel Building. Hongkong, October 3rd., 1922.

## THEATRE ROYAL

Commencing To-morrow. For a Short Season Only.

**BANDMAN'S EASTERN CIRCUIT LIMITED**

present

**THE NEW ENGLISH**

**FARGICAL COMEDY CO.**

An Entirely New Company with

An Entirely New Repertoire

OF LONDON SUCCESSES

To-morrow, at 8.15 p.m.

The Present Rage of London

**TONS OF MONEY**

Saturday, Oct. 28th, at 8.15 p.m.

The Delightful 3 Act Comedy

**FRENCH LEAVE**

Monday, Oct. 30th, at 8.15 p.m.

The Scintillating Comedy

**THE YOUNG PERSON IN PINK**

Tuesday, Oct. 31st, at 8.15 p.m.

The Successful Comedy

**A WEEK-END**

Wednesday, Nov. 1st, at 8.15 p.m.

The Amusing Comedy

**OTHER PEOPLE'S WORRIES**

Thursday, Nov. 2nd, at 8.15 p.m.

The Successful Comedy

**CHARLEY'S AUNT**

Friday, Nov. 3rd, at 8.15 p.m.

A Light Comedy in 3 Acts

**HER HUSBAND'S WIFE**

Saturday, Nov. 4th, at 8.15 p.m.

Arthur Bourchier's Great Success

**TILLY OF BLOOMSBURY**

By Ian Hay

Prices \$4, \$2 & \$1

BE WISE & BOOK EARLY

Plans at MOUTRIE'S.

## THEATRE ROYAL

THE

**RUSSIAN**

**FOLLIES**

**CLASSICAL**

**NATIONAL**

**MODERN**

**&**

**EXOTIC**

**DANCERS**

**TO-NIGHT**

at 9.15 p.m.

**Dancers**

**from the Leading**

**Russian Ballets.**

Prices: \$3, \$2 & \$1.

Booking at MOUTRIE'S.

Soldiers and Sailors

Half Price.

(Other Advertisements Continued on Page 12.)

## TO-DAY'S BUDGET DEBATE.

## Bathing Beaches.

With reference to bathing beaches, Sir, it is satisfactory to learn that the new Shek O Road will be the means of giving access to a part of the island possessing advantages as regards climate and sea beaches superior to those in other parts of the Colony, and I trust it is the intention of the Government to provide some cheap means of transport so that these salubrious spots will be available to all classes of the community.

While on the subject of bathing facilities, I take this opportunity of referring to Kowloon which, although bounded on three sides by the harbour, is even worse off in that respect than Hongkong. At present it is necessary for residents of the peninsula to go far afield in order to obtain sea bathing, which is admitted to be a health-giving pastime, and under the circumstances I consider it to be the duty of the Government to remedy this unsatisfactory state of affairs before the advent of next summer.

## Public Lighting.

Reference has been made to improved gas lighting in Hongkong and Kowloon, though curiously enough on Page 15 of the Draft estimates, the sum set aside for gas lighting in Kowloon appears to be the same as this year, viz. \$17,500. I trust, Sir, this is only a clerical error, because Kowloon is badly in need of better lighting, especially Nathan Road, where there is so much traffic. I would also like to bring to the notice of the Government the necessity of improving the lighting of the public pier in Kowloon, and would suggest, Sir, the installation of electric illumination in place of the present system which is rendered unsatisfactory by frequent breakage of gas mantles caused by launches bumping alongside.

## Public Conveniences.

I see that a sum of \$5,000 is set aside for public conveniences in Kowloon, and I understand representations have recently been made to the Government in this connection. Apart from the latrine at the rocks shelter by the Star Ferry Wharf, there is no public convenience in Kowloon until Yau Ma Tei is reached. Recent cases of indecency call for much better provision in this respect than there is at present.

## Education.

It is somewhat surprising—considering the importance nowadays attached to education—to find that Government still adhering to the ancient custom of placing at the head of their educational affairs an officer without special life-long training in this highly technical work. No one would for a moment think of selecting a Director of Public Works, a Harbour Master, or a Medical Officer from the Cadet Service, and in view of the enormous and increasing expenditure on education I strongly urge the Government to take the first opportunity of appointing a Director of Education who has been trained exclusively in this profession.

It ought to be possible for a member of any profession serving under the Government to hold the senior appointment in his department; but, if for any reason this is not considered desirable, there would be no difficulty in finding a trained educationalist elsewhere.

In these days of specialisation, years of strenuous effort are required to fit any man for a senior position in his profession, and I feel confident that a depart-

ture from the old custom—a relic of the days when education was of little account—would add an attraction tending to increase the efficiency of the educational branch of the Service.

## Town Planning.

With reference to your Excellency's remarks on the Town Planning, I shall be glad if the Government will state whether it is following any settled policy in the matter of the erection of European houses in the remoter parts of the New Territories. There are several localities, as for example Castle Peak, which afford excellent building sites and it seems advisable that the development of such areas should be systematically planned.

## Military Lands.

With regard to the Hon. Mr. Parr's remarks on military lands, I have always understood, Sir, that there is a long-standing arrangement whereby the War Office will surrender, at a figure to be agreed, such lands as are not absolutely essential for military purposes, and if my information is correct, it would appear that they have failed to keep their part of the bargain. I urge, Sir, that the Government brings strong pressure to bear in order that the areas to which I refer may be released without further delay and thereby permit the development of the city in the direction of Queen's Road East.

In similar connection I would refer to Pinewood Battery, with its 70 odd acres, and the Sanatorium on Craigmin Road, both of which, I understand, have been the subject of numerous applications from private individuals for building purposes. The Colony feels very strongly on this matter, and unless something definite is decided in the near future, I fear public opinion will endeavour to oppose future Military Contributions.

## Harbour Department.

With regard to your Excellency's statement to the effect that the wages of all Government launches have been increased to bring them into line with crews employed by commercial firms whose pay was adjusted after the strike earlier in the year, there appears to be some misunderstanding in connection with this matter and I shall be glad if the Government will explain the position so as to remove any false impression that may have been formed.

## MR. BIRD'S SPEECH.

The Hon. Mr. H. W. Bird said:—I wish to fully endorse the remarks made by the Senior Unofficial Member and join in the congratulations to the Government on the Budget which is now before us. The remarks I now propose to make may or may not have the approval of my colleagues. Last year I urged the necessity of laying a pipe across the Harbour to bring water from the mainland, and I am glad to see under the heading of Water Works that money is to be spent next year on the Shing Mun Valley Scheme and at Shik Lai Pui; this is the first milestone on the road to carrying out this important work. This year has shown us that the constant water supply for the Colony has still to be solved and in this connection I would advocate attempts being made in various places in the Colony to obtain water by means of boring. I understand that there are engineers in the colony with boring tools at the present and as it is not a costly matter let us make the attempt whilst the opportunity offers. Who knows but that we may strike valuable springs at various places that would be a Godsend to the poorer classes when the state of our reservoirs necessitates a restricted supply and involves the carriage of water from the street to so many tenements? Whilst there must be sympathy for those who have to rely on the street hydrants for their water supply, it must be remembered that there were no need to carry it, and if, through the Tung Wah Hospital and District Watchmen's Committees this fact could be impressed on the lower class Chinese—who I know from personal observation are the worst offenders—a great deal of unnecessary discomfort might be avoided. My Chinese colleague has advocated the re-opening of wells, and although I understand the Medical Officer of Health to be opposed to such action it would seem that there would be little danger in doing so owing to the fact that the Chinese always boil water before using it. I can find no mention of any sum set aside to provide a play-

ground for the children at the Peak, the necessity for which will be more in evidence when motor cars start to use the new road.

## Private Peak Garages.

I take great exception to the decision notified by you, Sir, in your speech to refuse applications to erect private garages on Crown land at the Peak. Let us have the public garages by all means, but that is no reason to refuse private applications. Take the case of the owner-driver, who drives his wife home late on a wet night; he has to take the car to the garage and walk back again to his house in the pouring rain—a truly pleasant prospect, I trust. Sir, that those whose applications for private garages have been turned down will be notified that the matter is to be re-opened.

## Building Problems.

I referred last year to the cost of building, and the remarks made then are supported by my Chinese colleagues to-day, who agree that the mismanagement of Guilds is largely responsible for the lack of workmen and I fully endorse the sentiments expressed by my colleagues to-day. I spoke last year of the fees which have to be paid by new workers in order to join the Guilds, presumably with the object of keeping new men out of the Colony. This may appear a sound policy to the Guild officials, but I doubt it being so. The pressure of rising wages will undoubtedly act as a stimulus to the use of labour-saving devices, and the adoption of economical methods. Generally speaking, it may be said that while the artificial restriction of the supply of workmen in a trade may raise wages for a time, it calls into play forces tending to restore the equilibrium of demand and supply by diminishing demand. It is always to be remembered that the effect of collective bargaining is not in the long run one-sided. Combinations of workmen beggar counter-combinations of employers. I beg to offer some suggestions to the Government and to contractors as to methods whereby building costs could be reduced:—Contracting out to separate trades (in other words sub-contracting), admirable as it is for the best class of work, is not adopted to building where cheapness and rapidity of construction is essential. Eight separate tradesmen mean eight separate profits and the one trade waiting upon the other seven. If contractors, who have written the circular letter to employers and others, would try to eliminate the sub-contractor I feel sure lower rates would prevail.

I would also ask the Government to provide greater facilities to the contractors, so that they can have their own building yards and set up labour-saving devices there, such as sawing, planing machines, etc. The limited area in which the Chinese contractor has to work and the absence of any building yard is largely responsible for the high cost of building. For instance, in a steel frame structure, when the steel arrives from England, the contractor has to pay for storage of same in a godown until he is ready to use it, because he has nowhere else to put it. Naturally, he allows for such contingencies in his tender. Let the Government set aside some of the intended reclamation at Kennedy Town or North Point so that building materials can be landed there from junks and brought to the site or as near as possible by motor lorry. The contractors are ready to lease such ground, only they cannot obtain it. It is for the Government to see that it is made available. Unnecessary restrictions upon building should also be removed. Builders here are restricted to the use of old-fashioned materials and cannot take advantage of the great strides which have been made in construction matters in the last twenty years. All local bye-laws should be reviewed every ten years, at least, to see what improvements can be made in the direction of giving greater freedom for new developments and inventions. In particular, the laws relating to the height of buildings should be amended. The troubles in Southern China were responsible for the difficulty in obtaining bricks during this year. The price of same has risen 30 per cent, and the size of the bricks has been reduced. Cannot the Government start its own brick factory in the New Territories? There is ample soil of suitable quality obtainable, and it would seem that it should be a profitable undertaking. The Government makes its own paving slabs and why not its own bricks?

## The City Hall.

I see no mention in your speech, Sir, of any attempt to deal with the City Hall problem.

(Continued on Page 7.)

## \$50 GIVEN AWAY WEEKLY

## "THE HONGKONG TELEGRAPH"

## WEEKLY

## Football Competition.

## OPEN TO ALL. NO ENTRANCE FEE.

We will give a prize of \$50 to the reader who sends in the most nearly correct forecast of the results of the Hongkong Football League Matches to be played on SATURDAY next, October 28th, as detailed in the coupon to be found below.

No Goals to be given. Simply give Wins or Draws.

## Rules of Competition.

1. All forecasts must be written on coupons cut from "The Hongkong Telegraph." The name and address of the entrant to be plainly printed in block letters in Ink.
2. Any number of attempts may be sent in, but a separate coupon must be used for each attempt.
3. The Prize of \$50 will be awarded to the competitor who gives the correct or most nearly correct result of the matches below. In the event of more than one competitor sending in a correct or most nearly correct forecast, then the Prize will be divided equally between those competitors.
4. All coupons must be received at the "Telegraph" office not later than 12 o'clock noon on Saturday, October 28th. Coupons received after that time will be disqualified.
5. No responsibility will be accepted by the Editor for the loss or non-delivery of any coupon. The Editor's decision must be final. No correspondence or interviews will be entered into concerning this competition.
6. Any match given below which, through any cause whatever, is not played to a decision will not be counted.
7. No members of the "Telegraph" staff will be permitted to take part in the competition.

## Mark the Envelope "FOOTBALL"

Buy a Copy of the "Telegraph" every evening and send in your forecasts.

## CUT HERE

"TELEGRAPH" WEEKLY FOOTBALL COUPON NO. 1.  
Matches to be played on SATURDAY, October 28th. Home teams mentioned first in each case.

## DIVISION I.

TAMAR v. KING'S  
AMBROSE v. POLICE  
SOUTH CHINA v. CLUB  
R.C.A. v. KOWLOON

## DIVISION II.

WARDERS v. ST. JOSEPH'S  
KOWLOON v. R.C.A.  
KING'S v. S'UTH CHINA "A."  
UNITED v. POLICE  
AMBROSE v. CLUB  
UNIVERSITY v. SOUTH CHINA "B"

Cross out the names of the teams you think will lose.

If you think any match will result in a draw do not cross out the name of either team.

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S.S. ATNA ... due Hongkong about middle of November.  
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Subject to change without notice.

The ships are taking cargo at Conference Rates for Ports in Italy, Spain, France, Germany and Scandinavia.  
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## CONSIGNEES.

NOTICE TO CONSIGNEES.  
 THE BEN LINE STEAMERS, LIMITED.

From ANTWERP, MIDDLESBRO, LONDON & STRAITS.  
 The Steamship "BENVENUE"

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 6th Nov. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 30th inst. at 10 a.m.

No Fire Insurance has been effected.  
 Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & CO., LD.**  
 Agents.  
 Hongkong, 24th Oct., 1922.

NOTICE TO CONSIGNEES.  
 "GLEN" LINE, LIMITED.

From UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.  
 The M.V. "GLENHARRY"

having arrived from the above ports. Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 30th October 1922, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard & Douglas, on 27th October 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.  
 Bills of Lading will be countersigned by  
**JARDINE, MATHESON & CO., LTD.**  
 Agents.  
 Hongkong, 20th October, 1922.

## CONSIGNEES.

## THE ADMIRAL LINE.

The Steamship "PRESIDENT GRANT" having arrived from Manila P.I. on Oct. 17th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. at Kowloon and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 23rd inst. by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Oct. 29th, will be subject to rent.

No Fire Insurance whatever will be effected.  
 Consignees are requested to send in their Bills of Lading for countersignature immediately.  
**PACIFIC STEAMSHIP CO.**  
 United States Shipping Board.  
 Emergency Fleet Corporation.  
 Managing Agents.

## THE ADMIRAL LINE.

No. 4 Des Voeux Road.  
 5th Floor, Union Building.  
 Hongkong, Oct. 20th, 1922.

## NOTICE TO CONSIGNEES.

## THE ADMIRAL LINE.

The Steamship "PRESIDENT JEFFERSON" having arrived from Seattle, Wash. via ports on Oct. 22nd, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. at Kowloon and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Oct. 28th, by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Oct. 29th, will be subject to rent.

No Fire Insurance whatever will be effected.  
 Consignees are requested to send in their Bills of Lading for countersignature immediately.  
**PACIFIC STEAMSHIP CO.**  
 United States Shipping Board.  
 Emergency Fleet Corporation.  
 Managing Agents.

## THE ADMIRAL LINE.

No. 4 Des Voeux Road.  
 Hongkong, Oct. 23rd, 1922.

THERAPION No. 1  
 THERAPION No. 2  
 THERAPION No. 3

For full particulars apply to  
**JARDINE, MATHESON & CO., LTD.**  
 Agents.  
 Hongkong, 20th October, 1922.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (United Netherlands Navigation Company).

HOLLAND-POST AZIE LIJN. (Holland-East Asia Line)  
 From BREMEN, HAMBURG, ROTTERDAM, AND AMSTERDAM.

The Steamship "OUDEKERK" having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 31st October, 1922, at 4 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 30th October (Monday) at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.  
 Bills of Lading will be countersigned by  
**JAVA-CHINA-JAPAN LIJN.**  
 General Agents.  
 Hongkong, 24th Oct., 1922.

## NOTICE TO CONSIGNEES.

## THE ADMIRAL LINE.

The Steamship "SATSUMA" having arrived from New York, via ports on October 24th, consignees are hereby notified that their cargo

is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co. at Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Oct. 30th, by the Company's Surveyors, Messrs. Anderson & Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Oct. 30th, will be subject to rent.

No Fire Insurance whatever will be effected.  
 Consignees are requested to send in their Bills of Lading for countersignature immediately.

**PACIFIC STEAMSHIP CO.**  
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**ASTHMA CURE**

GIVES INSTANT RELIEF

Over 40 years ago the Late Lord Beaconsfield testified to the benefits he received from Himrod's Asthma Cure, and every post brings similar letters to-day.

MADE FOR 50 YEARS  
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LENGTH 787 FEET.

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DEPTH ON CENTRE OF

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THE undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 25 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

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**THE COWIE HARBOUR COAL CO. LTD.**

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NEATLY CARRIED OUT WITH BRITISH MADE CABLES ONLY.  
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FIXED WITH RAWL-PLUGS

ENSURES A GOOD JOB.

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Watch "South China Morning Post" for new announcements.  
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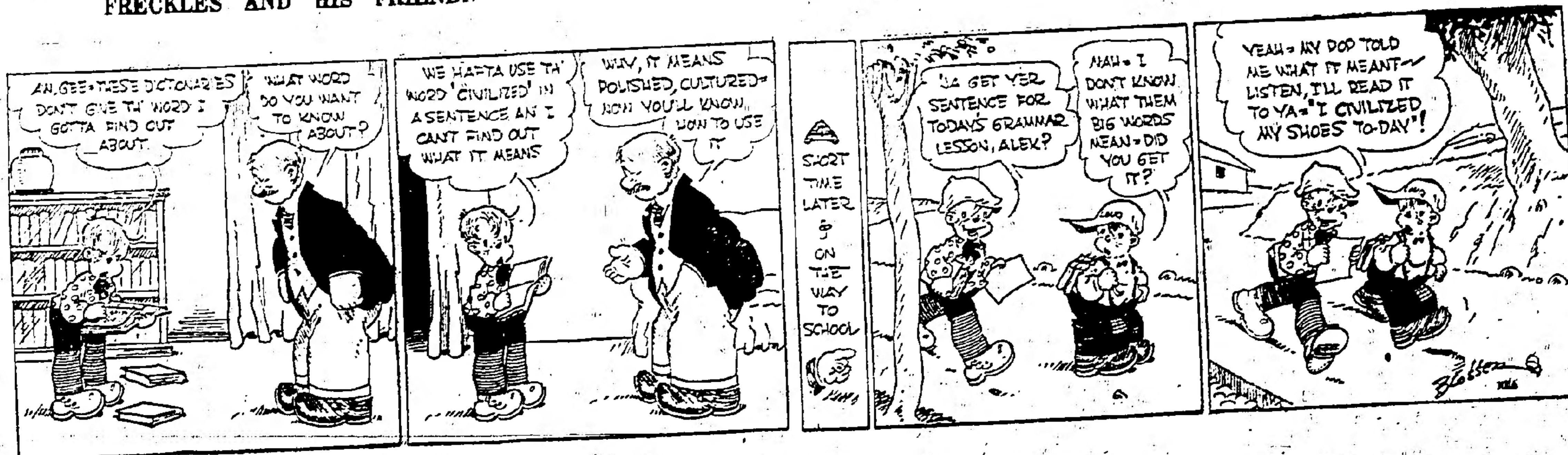
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## Ye Olde English Lavender Water

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# NEW VICTOR RECORDS TO-DAY.

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## NEW SEASON'S FRUITS

Def. Monte	STRAWBERRIES	Per Tin	70
Do.	RASPBERRIES		85
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For COMFORT and CONVENIENCE.

Complete New Service

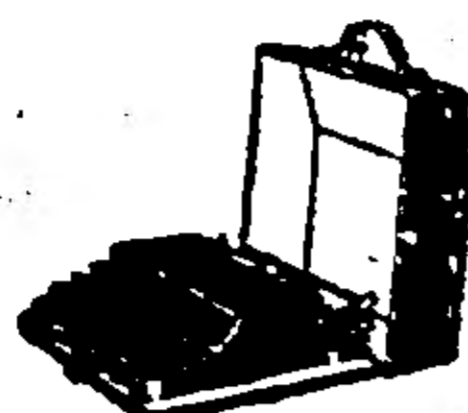
THE IDEAL RESORT FOR ALL REFRESHMENTS.

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## COMPACT AS A WATCH

THE NEW REMINGTON  
PORTABLE TYPE-  
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STANDARD KEYBOARD.

No Shilling for figures.

## MUSTARD & CO.

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The Telegraph.

HONGKONG, 26th Oct., 1922.

## THE "MUT-SAI" PROBLEM.

It was several months ago that the Proclamation was issued declaring that *mut-sai* were not to be regarded as the property of their employers, and that those wishing to leave their present employment should apply to the Secretary for Chinese Affairs, who would consider their cases. Those having no employment in view were informed that they must not leave their adopted homes. At the time, we pointed out that, if this represented the full extent of the measures to be taken, there was much left to be desired, especially in devising some scheme for the future welfare of the liberated girls.

Since then, the two societies concerned with this question have been looking into the practical aspect of the subject, and amongst the recommendations made to the Government, as we indicated yesterday, is the establishment of an industrial home, at which sericulture will be taught. This is an altogether admirable idea, and it is to be hoped that the proposals made will be put into effect in the near future. But we trust that the matter is not going to be allowed to rest with the creation of such an institution in the mere hope that the *mut-sai* will, of their own accord, be attracted to it. When the Government measures are introduced, it would be satisfactory if the public were assured that steps were being taken to inform the bond servants concerned of their newly-defined status. It will not suffice to let them know in a casual way that if they like to leave their employers they can go into this industrial home and be taught a useful trade. Very few of the *mut-sai* enjoy much freedom, and unless strict measures are taken we can foresee the possibility of the girls being kept in ignorance of what is being done on their behalf. There will need to be some systematic means devised of acquainting those at present employed of their precise standing, and also of informing those subsequently engaged also.

The scheme which the two societies have put forward does both organisations every possible credit, but it is necessarily dependent for its success on Government action to free those girls who are in domestic servitude against their own wills

and inclinations and to keep all *mut-sai* acquainted with their exact status. We trust this important matter will not be lost sight of. If it is, the "abolition" of the system will be little else than a face-saving farce.

## A Postal Misapprehension.

A somewhat disconcerting but at the same time diverting incident has just occurred in connection with the decision reached at the Washington Conference to abolish foreign post-offices at the Treaty Ports. The Colony's Postmaster-General has received a notification from his *ris-a-vis* at Bern that, in accordance with the decision just mentioned, mails from Switzerland to Hongkong will cease forthwith, the Swiss authority evidently being under the impression that the Colony is just a Treaty Port. In one sense it is not astonishing that a Continental correspondent should think of Hongkong as part of China, seeing that, although this has been a British Possession since 1841, even British correspondents, including firms with large connections out here, almost habitually address letters to "Hongkong, China." But then one would suppose that an important official would be more alert. No inconvenience is likely to result, however, as the Hon. Mr. Ross lost no time in cabling the Swiss P.M.G.

## Military Training Methods.

Chinese militarists, especially Wu Pei-fu and Chang Tso-lin, are becoming markedly up-to-date in their equipment; but there is at least one Chinese General who pins his faith to the mode of warfare prevalent in a bygone age. This is the veteran Ma Liang, of Kansu, Sinkiang, or somewhere up in the North West of China, who will be well remembered by readers of Mr. J. O. P. Bland's "China, Japan, and Korea." General Ma, now visiting Shanghai, has a supreme contempt for machine-guns, howitzers, and Big Berthas. He trained his troops on his own lines, and very good lines they were from the viewpoint of physical fitness, though not exactly calculated to win battles under modern conditions. This veteran, who is said to retain bows and arrows as the main armament, was in the habit of putting his troops through a stiff course of weight-lifting, boxing, and other forms of athletics. Mr. Bland describes the *tour-de-force* among these exercises, which consisted of a soldier having a brick placed upon his cranium, what time another warrior split it (i.e., the brick, not the cranium—at least it is to be hoped so) with a sledge-hammer. General Ma is stated to be devoting his time at present to advocating boxing and other forms of physical training for the Chinese people generally. Presumably the boxing is of the native (*Chin-wu*) variety. If it is the Queensberry brand, perhaps "Batting Key" will be finding opponents among his countrymen one of these days!

## LOCAL WEDDING.

### Pasco-Harris.

The wedding took place at St. Joseph's Church yesterday, the Rev. Fr. Augustine officiating, of Mr. B. Pasco, of Messrs. Brewer and Co., and Miss Kathleen Josephine Harris, who came out to Shanghai some months ago from her home in Ireland. The bride, who was given away by Mr. Duncan Tollen, looked charming in a gown of white tulle, trimmed with silver lace. She was attended by Miss Annie Tollen as bridesmaid. Mr. D. G. Smith was "best man" and Mr. P. J. Jennings as groomsmen. After the ceremony a reception was held at the Hongkong Hotel, and later the newly-wedded couple were given a hearty send-off at the Kowloon Railway Station when they left for Canton en route to Macao, where the honeymoon is being spent.

## PEKING NEWS.

A Peking message states that the Ministry for Foreign Affairs has wired to the Minister in Paris asking him to request the French Government to expedite the negotiations regarding the handing back of Kwongchow. An entertainment was given to foreign bankers by the Ministers of Foreign Affairs and Finance at which the negotiations for a big loan were discussed.

## DAY BY DAY.

HE IS FREE FROM DANGER WHO, EVEN WHEN SAFE, IS ON HIS GUARD.—*Syrus.*

Yesterday's health return shows one case each of plague and puerperal fever, both sufferers being Chinese.

The editors of two Canton papers who were detained by the police authorities last week for publishing unfavourable comments against the big loan, have been released.

"A Kiss in Time" is drawing big houses at the World Theatre. It features Wanda Hawley in a picture which, although a comedy, has plenty of thrills and action, incidentally revealing the star actress as an athlete of no mean order.

At to-day's Council meeting, the following vote was referred to the Finance Committee:—A sum of \$13,920.00 in aid of the Police Department, Disinfectants \$200; furniture, repairs and renewals, \$500; launches and boats; repairs, \$10,500; transport, \$2,700.

A Basket Ball match between Queen's College Students Athletic Club and the U. S. S. "Rainbow" will be played in the Y.M.C.A. Gymnasium on Friday (to-morrow) at 7 p.m. The Q. C. team consists of Tong Wing-kwong, Shek Wing-kwan, Sung Lu-tat, Wan Kwong-ting, O Fook-pek, Li Woon-choi and Ng Cheung-por.

A male Chinese was yesterday taken to the Government Civil Hospital suffering from stab wounds received in an attack carried out by three or four men, who, according to him, had the appearance of being Sanitary department scavenging coolies. Two of these have been arrested. The condition of the victim is serious and dying depositions have been taken by the Magistrate.

A tramcar accident occurred in Des Voeux Road Central this morning, when a Chinese was injured by falling from a tramcar. An ambulance was readily procured from the Post Office Building to take the man to Hospital, but difficulty appears to have been experienced in the efforts taken to induce street coolies to draw the vehicle to the hospital, and some half an hour's delay occurred.

A picture version of "East Lynne," the well-known novel by Mrs. Henry Wood is being presented at the Coronet to-day. Hugo Ballin, the producer of the film, has taken certain liberties with the story as set out in the book. He has discarded the costumes and customs of sixty years ago in favour of a modern setting, although the characters retain precisely the personalities their creator intended them to have. Whether or not this re-incarnation of what has become a world classic is dramatically justifiable is a point that can only be settled by seeing the picture.

## \$50 GIVEN AWAY.

Read to-day's Football Notes by "Quiz." They may help you to win \$50.

To-morrow will be your last chance of securing coupons for this week's competition, as the entries close at noon on Saturday. No entrance fee. You can send in as many coupons as you like. Someone must win the \$50. Why not you?

## OUR CHINESE SERVANTS.

### Proposed Amalgamation of Unions.

The Foreign Employees' Union, an organisation of Chinese clerks and domestic servants in foreign employ, is seeking to effect an amalgamation with the Amahs' and Female Servants' Union, according to a report just received. Favourable decisions are said to have been reached at the two or three tea parties to which the amahs' leaders were entertained recently.

The effect of the agreement is to consolidate the interests of the two groups, and to assist in bringing about a system whereby the engagement of servants in European employ would be done through the medium of the Union.

## THE COMING ELECTION.

### Mr. Lloyd George Defines His Attitude.

(Reuter's Service.)

London, October 25. Mr. Lloyd George, addressing 350 National Liberal M.P.'s and candidates at the Hotel Victoria, defined the attitude of the National Liberals towards the various parties. He said it was necessary to resist the Socialists' declaration of relentless war. The attitude of the National Liberals towards the Independent Liberals had been determined by the latter's declaration of war and their attack on thirty National Liberal seats. He accused the Independent Liberals of concerning themselves less with principle than with piques. He deprecated factious opposition to the new Government, but said it was for the Conservatives to decide the attitude of the two parties. Nevertheless, if "Die-Hard" candidates were put up, directly or indirectly, to attack National Liberal seats, they would have no alternative but to spread war—(Cheers). This was regarded by the audience as a plain warning to Mr. Bonar Law not to oppose National Liberals.

### "Britain First and Party Second."

Mr. Lloyd George defined his policy as "Britain first and Party second." He exhorted his followers to help and not to hinder any Government, to refrain from unfair criticism and to co-operate in a policy of peace and co-operation with the Allies, while refusing to allow Britain to be tied to the chariot of any other land—(Cheers). He instanced the Straits, declaring that had we committed the policy entirely to the Allies, the freedom of the Straits would have been gone. He emphasised the need of co-operation between capital and labour and the encouragement of agriculture. While he opposed artificial stimulants to trade, certain aids were legitimate, for instance, the Trade Facilities Act, which he claimed had been most successful in assisting trade abroad and in the Dominions and India.

### Parties With "Fanatical Tails."

Mr. Lloyd George said that when the crisis came, the Government were considering a scheme for considerably extending the use of British credit for Imperial development, which it was intended to submit to Parliament in November. He said the surest trade was trade with the British Empire. He concluded by paying a tribute to Mr. Bonar Law and the Labourists, Mr. Clynes, Mr. Henderson and Mr. Thomas, but said the danger of both parties was that they possessed fanatical tails; hence the necessity of a party which was strong enough to keep the Government in a middle course until Britain emerged from her difficulties. Incidentally, he attacked Mr. McKenna, whom he accused of being chiefly responsible for the Liberal split in 1918, when he professed exaggerated loyalty to his chief, whom he now deserted.

### Mr. McKenna's Conversion.

London, October 25.

Editorial comment to-day dwells perhaps more on the speech of the former Liberal Cabinet member, Mr. McKenna, than on the constitution of the new Ministry.

The Conservative organs hail Mr. McKenna's conversion as a testimony to the soundness of Mr. Bonar Law's policy.

The Liberal newspapers regretfully say farewell to their former champion and express the opinion that the success of the new Government at the polls would result in the very danger which Mr. McKenna is anxious to avoid, because it would speedily shed the moderate elements and revert to undiluted Toryism.

The Independent Liberal organs take a pessimistic outlook. The *Manchester Guardian* which was formerly hopeful of Liberal reunion, bewails the fact that Mr. Lloyd George is still tied to a section of the Tory Party.

### Labour Party's Declaration of Policy.

London, October 25.

The official Labour policy for the Election has been issued. At the outset the manifesto, which is signed by all the members of the Labour Party, Executive, states that, recognising the need of lightening the deadweight burden of the National Debt, the Labour party proposes the creation of a War Debt Redemption Fund by a special graduated levy on fortunes exceeding £5,000 a revised system of taxation for revenue purposes, an increase in death duties on large estates and a super-tax on large incomes, income-tax relief for low incomes, and advocates the taxation of land values.

The Party's unemployment policy involves the national organisation of industry. A large programme is necessary in regard to public works.

The rural policy provides for the restoration of the Agricultural Wages Board and the establishment of Agricultural Councils to promote agricultural interests. The Industrial policy involves the prompt nationalisation of mines and railways.

## PRINCE AND THE FREEMASONS.

### Ceremony of Investiture.

London, October 25.

There was a remarkable scene at the Albert Hall, some nine thousand British Freemasons attending the investiture of the Prince of Wales as Senior Grand Warden. The Duke of Connaught presided in the capacity of Grand Master. The representative character of the gathering was indicated by the fact that most of the Lodges of England, Ireland, and Scotland sent only three or four delegates.

The proceedings, which opened with an imposing procession of members in splendid regalia, included the unveiling of a portrait of the Grand Master, which was handed to the grand Lodge. The Duke of York, Master of the Navy Lodge, was present. The Prince of Wales received an ovation.

## CHINESE STUDENTS IN FRANCE.

### Clamouring for Free Board.

Paris, October 25.

According to a message from Lyons, a number of students of the Chinese University demanded free board and lodging for holders of scholarships. When this was refused they rioted and locked Mr. Tsu, the Principal of the University, in his rooms, hoping to force him to yield to their demands; but the French police intervened and released Mr. Tsu. The Chinese Government has been informed of the incident.

## THE AUTUMN HANDICAPS.

### Re-Echo Wins The Cambridgeshire.

London, October 25.

The Cambridgeshire resulted as follows:  
Re-Echo (25-1),  
Poisoned Arrow (7-1),  
Hasty Match (50-1),  
Thirty-four ran. Won by a length and a half, the third being another length behind.

## THE MURDER OF DR. VON RATHENAU.

### Sentence on Accessory.

Berlin, October 25.

The State Court at Leipzig has sentenced the ex-naval officer, Dietrich, to three months' imprisonment for attempting to assist the murderers of Dr. von Rathenau.

## THE IRISH CONSTITUTION.

London, October 25.

The Irish Constitution Bill passed its final stage at a meeting of the Southern Parliament. It now goes to the British Parliament for ratification.

## TO-DAY'S BUDGET DEBATE.

(Continued from Page 4.)

and I should like to know what has happened to the report of the Commission appointed to enquire into the matter? This building is like an old frog, which has long since been outgrown by the child. The material is threadbare, it has been patched and darned, there is no hem to let down and the fabric will not stand the addition of a blouse. The situation must be faced, and the child must have a new gown. This is no longer a matter for private enterprise. That was possible in 1866, when the present building was erected, but it has now become a matter for the Government. There is ample room on the site to erect a block of Municipal Buildings as well as a detached Theatre. The Municipal Buildings should contain a Museum and Library, suites of dancing rooms and a Banqueting Hall. Above these could be accommodated the Colonial Secretariat, Council Chamber, etc., and above that again the Public Works Dept. The location of these officials on the town level would be a boon to the community. This Colony should have a Museum of exceptional interest and I have no reason why we should not possess such a one. The Theatre has long since a subject of scorn and derision. The problem has got to be faced, soon, Sir. It is no use shelving the matter and whilst the Colony is prosperous the necessary money should be set aside. It is a matter that concerns the whole community and I ask, Sir, that the matter be taken up seriously at once.

**Cheung Chau Trouble.**  
It appears that the needs of the Cheung Chau inhabitants have again been ignored in this year's Budget. Notwithstanding the fact that in 1912, the recommendation of the jury after the Tai O tragedy in 1917, and the representations of the Residents' Association, there is still only one European Police Officer on the island and the force at his disposal has been reduced. Another European should be added to the force, the station being constructed to accommodate two. All the roads on the upper levels have been made by the Residents' Association and I shall be glad to know when the Government is going to take over this work. The pier is too short and should be extended; if there is any difficulty in carrying it out in stone or concrete, let it be extended in wood. The community suffer a great deal from the City refuse dumped in the sea off Kau I Chau Island by the Sanitary Dept. This antiquated and objectionable method of dealing with the refuse of the City has been referred to many times before and it is high time the question of incinerators for disposing of the garbage were taken up. The ferry service is wholly inadequate and is no longer even safe. It can safely be said that in no other place in the world would between 100 and 200 passengers be allowed to be carried with less appliances for saving life, or in a greater state of personal discomfort. The launches now in use are not suitable for ferry work anywhere.

The Government must be prepared to help pioneers, both by preferential treatment and providing satisfactory means of transport. I can see in the future the development of the islands of Lamma and Chung Hui, and I can see them covered with residences, and why should there not be a reclamation on the east side of Chung Hui, with wharves and godowns, where, owing to the depth of water, steamers and junks can lie and discharge their cargo? But in order that these developments may take place, good ferry service is essential and if the Government will start by organising and, if necessary, subsidising, a proper ferry service to Cheung Chau it would encourage the development of these other islands.

## New Roads.

I fully agree with you, Sir, and the Senior Unofficial Member on the sound policy of forming new roads and making new reclamations to open up fresh districts, for it is only in this manner that we can spread out our ever-growing population. It has been amply proved that wherever new roads have been built the available lots have been readily applied for and, when developed, have been bought and sold, thereby bringing revenue to the Colony. Where the new road and the new reclamation is, there will the prop-

erty brokers be gathered together, and new-comers will continue to be attracted to the Colony, so long as the Government can offer them security of life and property. In this connection, I endorse all that has been said by my colleagues on the necessity for an efficient police force.

The Praya East Reclamation is a striking answer to the pessimists. Land is now being sold there at such a price that if the interest on the purchase money be added, by the time the land can be built on it will be worth \$20 per foot.

## MR. NG HON-TZE'S SPEECH.

The Hon. Mr. Ng Hon-tze said:—In endorsing the views as expressed by my senior Chinese colleague, I desire to add a few remarks in regard to the Police Force and water supply.

I beg to suggest for the consideration of the Government that more Police should be placed on point and patrol duty, especially in the business part of the town. I have often heard of complaints that no policeman could be found after the alarm has been raised. No one realises more than I do the difficulties the police have to contend with and I am sure that if the Force is augmented the Captain Superintendent could improve the existing system.

I not only agree with the recommendations of my senior Chinese colleague in regard to wells, but I also urge the Government to proceed without delay with the construction of works for increasing our water supply, so as to prevent the recurrence of the hardships which the recent shortage has entailed upon the poor. I know for a fact that at the height of the shortage some families with an income of only \$20 or \$30 a month had to pay out of this \$5 or \$7 for having water carried to their door, which was an expenditure they could ill afford. Therefore I venture to express the hope that no work of construction which the Government has now in view for adding to our water supply will be kept in contemplation.

## WRECK OF THE "TUNGSHING."

## Forty-two Survivors Landed.

The Tungshing, a Chinese-owned wooden vessel of 750 tons, foundered after meeting heavy weather on the morning of Oct. 22nd, some thirty miles from Hainan Island. The Nairung, bound from Saigon to Hoikow, just before, nine o'clock on the morning of Oct. 22nd, picked up one of the Tungshing boats, with survivors, in Lat. 18°25' north, Long. 103°30' east. The unfortunate told the officers of the Nairung that three other boats and Captain Hopkins' crew had been picked up and taken to sea. Two more boats were picked up within twenty miles of the first, the total number of survivors in the three boats being forty-two, amongst whom were a woman and a child. The boat in which the master of the Tungshing, Captain Ferrier, a Filipino, and the crew (15 men altogether) got away was not sighted. The second officer of the Tungshing told Capt. Hopkins that the boat was well equipped with sails, instruments and provisions and it is presumed that Capt. Ferrier made for Hainan Island, which was visible.

The woman and child were in an exhausted condition when picked up but the attention of the Nairung's surgeon soon pulled them round. The Nairung arrived in Hongkong this morning and the survivors were landed.

## WHAT WORRY DOES.

Overwork and worry have most harmful effects upon the nervous system. The trying heat of the Far East also causes people to become nervous and run down. You feel irritable and depressed; sleep does not rest you, perhaps your limbs ache and you have a pain in the back. What you need is Dr. Williams' pink pills, for the new rich blood made by these pills supplies the nerves with just the elements they need, and so the nervous system is built up anew. Read the article, "Living on Your Nerve," on this page.

## MOUTRIE PIANOS.

The Highest type of Excellence.

## CANTON BOMB OUTRAGES.

Sun Yat-sen Correspondence Seized.

## RUSSIAN TRIES HUNGER-STRIKING.

In connection with the arrest of Dr. de Colbert at the Kwok Man Hospital, our Canton correspondent says it is reported that amongst the seizures made were letters which passed between Dr. Sun Yat-sen and his followers in Hongkong and Macao. The nature of these documents is, however, being kept strictly secret.

Dr. de Colbert, after his arrest at first persisted in hunger-striking and would accept no food whatever. On being informed, however, that the death sentence would not be passed on him, he agreed to accept the meals offered him. He obstinately refused to answer questions put to him, but the authorities expect to extract confessions from his secretary, Chan Ying-hap, as he acted as interpreter and is fully aware of all that has taken place.

To-day's *London Times* says Dr. de Colbert appeared before the military tribunal of General Chan King-ming on October 24 for preliminary hearing. Dr. de Colbert was not defended by any attorney-at-law, and he would not sign the evidence as taken by the court clerk, saying he could not read what he had to sign.

Dr. de Colbert stated that he is 48 years old, a German, and that he visited America in 1911, leaving there in 1920 for Russia. He has been in China two years, spending some time in Shanghai and Canton seven months ago. He gave his occupation as a student. He said he did not know either Hsu Sung-chi or Li Fook-lun, commanders of Dr. Sun Yat-sen. He denied he had been helping Dr. Sun, only wanting some help from Dr. Sun instead. He claimed no knowledge of bombs in his premises and said what found there might have been brought in by a boy.

Dr. de Colbert disclaimed any knowledge of bomb manufacturing and said that the tools in his possession are for carpentry. He said he first knew of Dr. Sun through an introduction of Dr. Wu Ting-fang. Dr. Sun once gave him a letter of introduction to meet Hsu and Li at the North River, but owing to fighting and interruption of railroad communication, he failed to meet these commanders. Privilege of visit is being extended to Mrs. de Colbert and her three children at the headquarters of the Gardarmes, where the doctor is being confined.

## PUBLICANS' LICENCES.

## New Scale in Hongkong.

At this afternoon's meeting of the Legislative Council, a resolution was adopted altering the scale of fees payable for publicans' licences, as from December 1st, these being applicable to Victoria and the Hill District. The altered scale is as follows:—When the rateable value of the premises is

Under \$10,000	\$1,000
" \$20,000	" 2,000
" \$30,000	" 3,000
" \$40,000	" 4,000
" \$50,000	" 5,000
\$50,000 and over	8,000

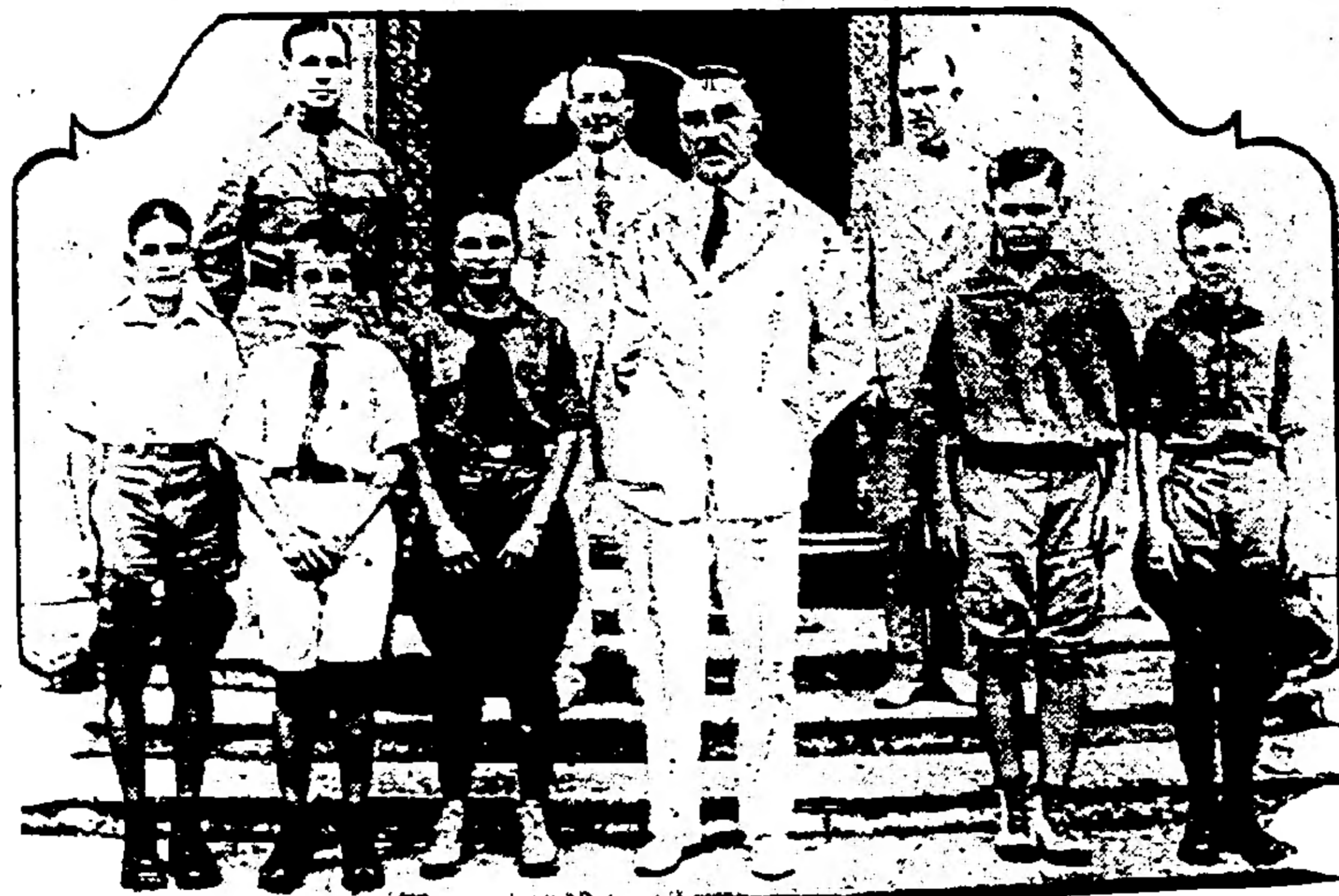
The scale previously in force was as follows:—

Under \$2,000	\$1,000
" \$4,000	" 1,500
" \$6,000	" 2,000
" \$8,000	" 2,500
" \$10,000	" 3,000
" \$12,000	" 3,500
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# CAMERA NEWS



Mademoiselle Marie Kousnezoff, Russian opera beauty and former favourite entertainer of the Czar, who is an exile in London. She fled from Soviet Russia in peasant disguise.



The five boys standing alongside Gen. Gen. Leonard Wood of the Philippines are the pioneers of amateur radio in those islands. They made their own radio sets and are helping others with theirs. General Wood is encouraging the use of radio among the boys of his territory.



Human cock-fight in the sea—a new sport at English watering places.



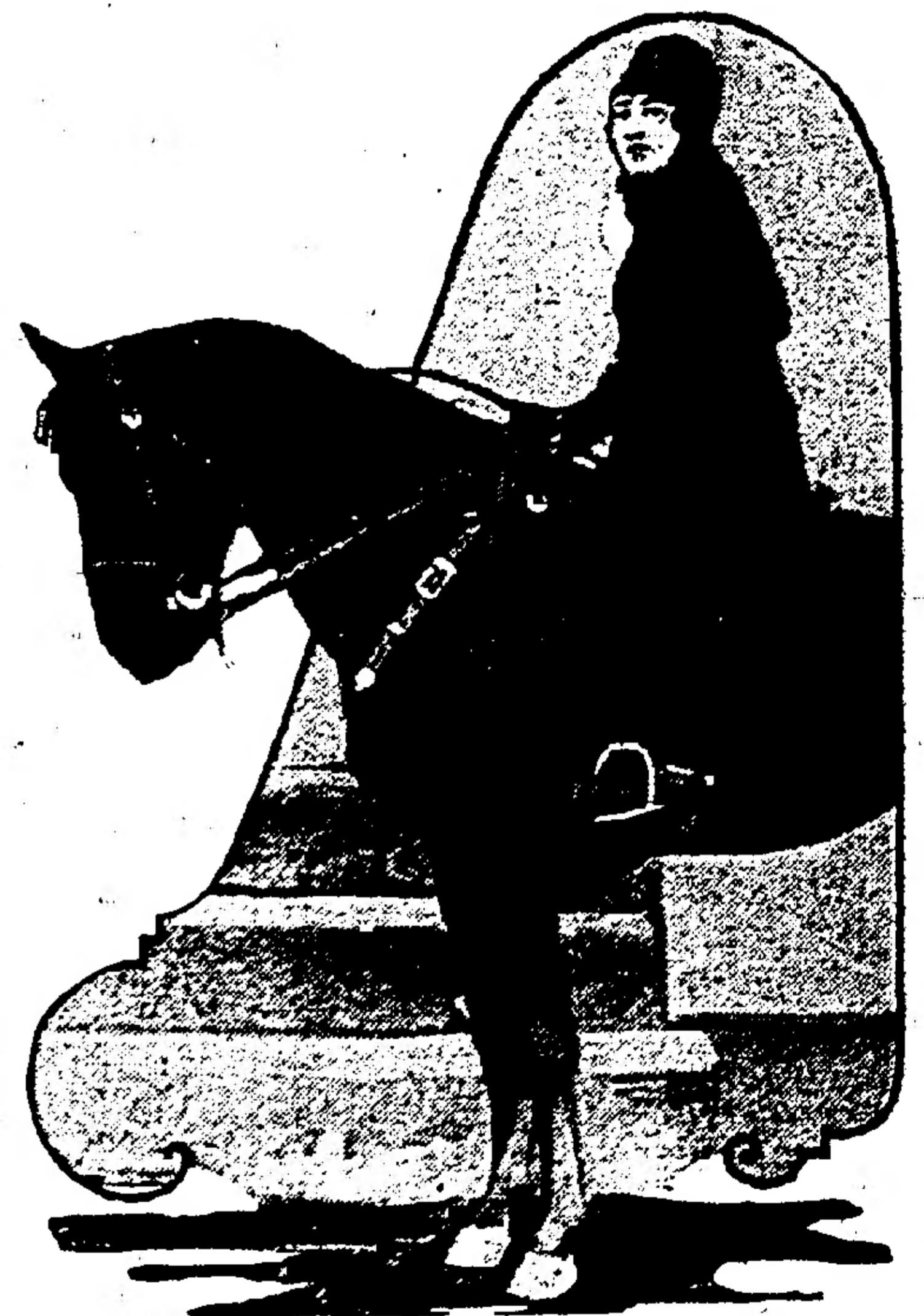
Turkish soldiers wounded at the Asia Minor front being transported on the back of a camel to a dressing station behind the lines.



Picture of Smyrna refugees snapped as they disembarked at Saloniki after having fled from the blaze that razed Smyrna after the city had been taken by the Turks. Notice the different national types indicated by costume—Greeks, Armenians, Turks and Kurds.



Mustapha Kemal Pasha's infantry, firmly entrenched at Ismid and Brusa opposite Constantinople.

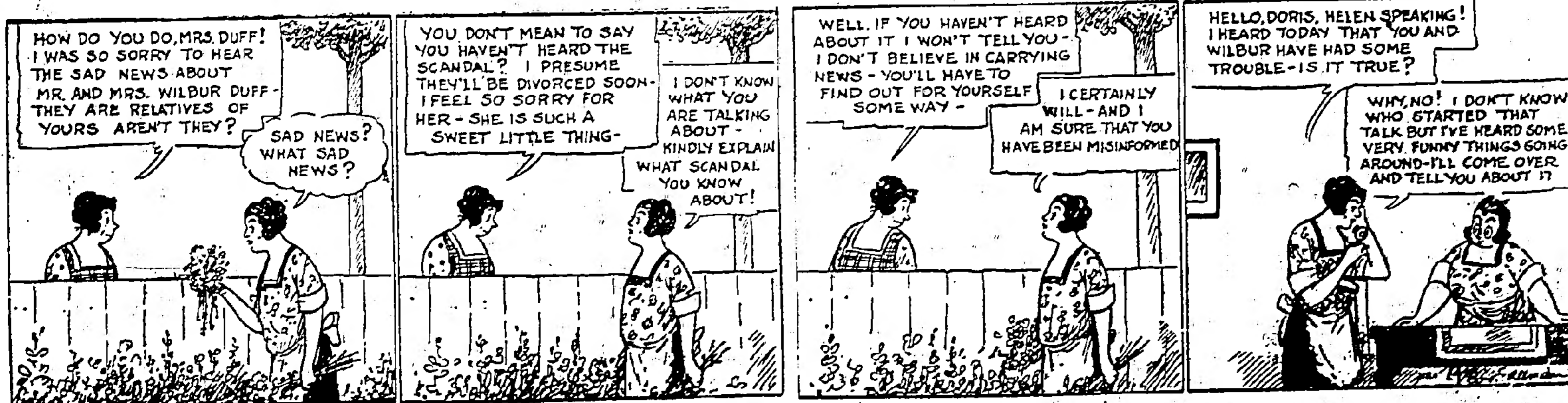


Halide Hanum, Turkish feminist leader, in Kemal's Cabine.

## DOINGS OF THE DUFFS

Helen Gets an Earful

BY ALLMAN



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SELECTION  
NOW.  
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Empress of Canada, Empress of Australia,  
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\$620.50 GOLD First Class  
\$442.84 GOLD Second Class  
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CONNECTING WITH

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New Orleans, Turbine, 16470 ton Steamers.

\$566.58 GOLD First Class  
\$402.84 GOLD Second Class  
\$372.84 GOLD Third Class

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Sleeping Car Fares, Vancouver to Montreal, Compartment  
\$72, Lower Berth \$25.60.

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Returned Fare to Europe U.S. \$580.00 First Class Throughfare  
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VIA SHANGHAI, THE ISLAND, SEA JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

SHENYO MARU ... 22,000 ... Nov. 2 ... 22,000 ... Dec. 12

SHENYO MARU ... 22,000 ... Nov. 12 ... 22,000 ... Dec. 30

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## PACIFIC SHIPPING.



## DOLLAR LINE



## SAILINGS FROM HONGKONG.

For Baltimore via Genoa, Marseilles, Boston and New York.  
S.S. DIANA DOLLAR ... 4th November.  
S.S. MARGARET DOLLAR ... 10th December.

For New York via Genoa, Marseilles, and Boston.  
S.S. ROBERT DOLLAR ... 5th January.

For New York via Panama.  
S.S. STUART DOLLAR ... 1st January.

For Vancouver and Seattle.  
S.S. STUART DOLLAR ... 1st January.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

No. 4A Des Vaux Road, Ground Floor. Tel. Central 795 & 792.

## NORDDEUTSCHER LLOYD

## REGULAR

## FREIGHT AND PASSENGER SERVICE

ON THE BERTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN

\* S.S. WESTFALEN ... Sailing 16th November.  
\* Calling at Antwerp.

For particulars Regarding Rates and Bookings Apply to

## THE ROBERT DOLLAR CO.

Tel. Central 795-792 Gen. P. O. Building, Third Floor



## PACIFIC STEAMSHIP COMPANY

Operating the following U.S. Shipping Board Steamers.

## SEATTLE &amp; VICTORIA

## SERVICE—COURTESY—SPEED.

## PASSENGER &amp; FREIGHT

Via Shanghai, Kobe and Yokohama.

Sails From Hongkong Arrive Seattle

S.S. President Jefferson ... For Seattle ... Nov. 2 ... Nov. 21

President Madison ... For Seattle ... Nov. 15 ... Dec. 5

President McKinley ... For Seattle ... Nov. 30 ... Dec. 19

SPECIAL THROUGH RATE TO EUROPE G.\$520.50.

Sailings every 14 days.

## MANILA SERVICE.

S.S. President Madison ... Nov. 6.

President McKinley ... Nov. 20.

President Jackson ... Dec. 4.

## SAIGON, SINGAPORE &amp; SOURABAYA.

S.S. LAKE ONAWA ...

Through Bills of Lading to all United States and Canadian

Overland Points; also via Panama Canal Lines to Atlantic Ports.

Passengers and Freight Particulars, apply to

## THE ADMIRAL LINE

PASSENGER OFFICE H.K. & Shanghai Bank Building.

Tels. Central 2477 & 2478. 4, Des Vaux Rd. C. G. Floor.

## SERVICE TO NEW YORK.

NEW YORK and/or BOSTON  
via PANAMA.

S.S. SATSUMA ... about October 25.

For freight space and particulars apply to—

## BARBER STEAMSHIP LINE INC.

## THE ADMIRAL LINE

AGENTS.

4, Des Vaux Rd. C. H.K. & Shanghai Bank Bldg. Ground Floor.

Telephone Central 2477 & 2478.

## KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

## S.S. VAN OVERSTRATEN

will be despatched on October 31st. to SINGAPORE,

PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English

Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE TO SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co's (K.P.M.)

services to all destinations in the Netherlands East Indies.

Agents:— JAVA CHINA JAPAN LUN,

Telephone Central No. 1574. York Building, Charter Road.

## PACIFIC SHIPPING.

## CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS  
"NANKING" "CHINA" "KILE" "GORJISTAN"  
"ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

Trans-Pacific Service  
HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. CHINA S.S. NILE S.S. NANKING

November 27th. December 18th. January 5th.

## JAVA SERVICE

HONGKONG TO AMOY, SINGAPORE & JAVA PORTS.

S.S. GORJISTAN. S.S. GORJISTAN.

To Swatow & Amoy. To Singapore, Batavia, Samarang

and Sourabaya.

S.S. ARMANESTAN. S.S. ARMANESTAN.

To Amoy and Swatow. To Singapore, Batavia, Samarang

and Sourabaya.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

## CHINA MAIL STEAMSHIP CO. LTD.

PAISER'S BUILDING, 100 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

Central No. 1934. Central No. 2151.

Cable add. "CHIMAIL"

## BOSTON &amp; NEW YORK.

Joint service of the

## "BLUE FUNNEL" LINE

(Ocean S.S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

## AMERICAN &amp; MANCHURIAN LINE

(Ellerman & Bockliff S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. BELLEROPHON ... via Suez Canal ... 25th Oct.

S.S. KENTUCKY ... via Suez Canal ... 5th Nov.

S.S. TEUGER ... via Suez Canal ... 15th Nov.

S.S. CITY OF CANTON ... via Suez Canal ... 25th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

(John Swire & Sons, Ltd.)

HONGKONG & CANTON. REISS & CO. CANTON.

## M SERVICES CONTRACTUELS M

## DES

## MESSAGERIES MARITIMES

Mail Steamer.

Next Sailings.

Pro. are at Hong

and Sailing for

Shanghai & Japan

31st Oct.

14th Nov.

25th Nov.

25th Nov.

25th Nov.

25th Nov.

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25th Nov.

Shipping to Europe, Australia, and other Ports.

**P. & O. - BRITISH INDIA. APCAR**

AND

**EASTERN & AUSTRALIAN LINES.**

COMPANIES INCORPORATED IN ENGLAND

TO STRAITS, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MACRITIC, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, SUEZ, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
DONGOLA	8,000	8th Nov.	Miles, London & Antwerp
NANKIN	7,000	22nd Nov.	Miles, London & Antwerp
SOUDAN	6,700	22nd Nov.	Spain, France, Cdo & B'way
EARMALA	9,000	8th Dec.	Spain, France, Cdo & B'way

## BRITISH INDIA-APCAR SAILINGS (South)

TANDA	EGRA	G. APCAR
7,000	5,108	4,649
29 Oct. 10 a.m.	2nd Nov.	14th Nov.
Calcutta via S'pore & Panz	Calcutta via S'pore & Panz	Calcutta via S'pore & Panz

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S. S. ALBANS	14,500	1st Nov. noon	Manila, Thursday Island, Tivilla, B'ban, Sydney & Melbourne.
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For further information apply to—**NIPPON YUSEN KAISHA.**  
Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

## SAILINGS TO SHANGHAI &amp; JAPAN.

EGRA	KARMALA	EASTERN	SOUDAN
5,108	8,983	4,600	6,700
27th Oct.	4th Nov.	4th Nov.	8th Nov.
Amoy only.	Shanghai & Japan	Shanghai	Shanghai

All dates are approximate and subject to alteration without notice.  
Wireless on all steamers.  
Parole Messengers not more than eight & 24 & 12 will be received at the Company's Office at 10 a.m. on the day previous to sailing.  
For Passage Rates, Handbooks, Freight etc. apply to—  
**MACKINNON, MACKENZIE & CO.**  
22, Des Voeux Road Central.

**CLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS

O.K. STRAITS, CHINA &amp; JAPAN Service

OUTWARDS.

Vessel	Due Hongkong
S.S. GLENIFFER	10th November.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. GLENOGLE	25th Oct.	LONDON, A'WERP, R'DAM, H'BURG.
S.S. GLENNAPP	5th Nov.	LONDON, A'WERP, R'DAM, H'BURG.
S.S. GLENGARRY	27 Nov.	GENOA, L'DON, A'WERP, R'DAM, H'BURG.

Movements are subject to change without notice.  
For freight or further particulars please apply to:—

**JARDINE, MATHESON & CO., LTD.**

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3694.

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA and JAPAN.

Steamer	From	Expected at Hongkong	Will depart for
Tijlslap	N. China	9th Nov.	Batavia, Java
Tijlslap	Java	12th Nov.	Makassar, S'baia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.  
For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone Central No. 1574 York Building

## PACIFIC MAIL STEAMSHIP CO.

OFFERS

SPECIAL THROUGH

FIRST CLASS RATES

HONGKONG TO EUROPE

via SAN FRANCISCO and NEW YORK

U.S.G. \$620.50

which includes

MINIMUM BERTH TO SAN FRANCISCO

FIRST CLASS RAIL ACCOMMODATIONS

SAN FRANCISCO TO NEW YORK

WITH STOPOVER PRIVILEGES, BERTH AND ACCOMMODATIONS ON ANY ATLANTIC OCEAN STEAMER

VALUED AT U.S.G. \$205.00

BUT DOES NOT INCLUDE BERTH AND MEALS ACROSS AMERICAN CONTINENT.

FOR FULL INFORMATION see

**PACIFIC MAIL STEAMSHIP CO.**

Managing Agents.

**UNITED STATES SHIPPING BOARD.**

UNION BUILDING, HONGKONG

Cable Address "SOLANO" Canton Agents, REISS &amp; CO.

Shipping to Europe, Australia, and other Ports.

**N. Y. K.**

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE &amp; VANCOUVER via S'hai &amp; Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. &amp; Canada.

KAGA MARU ... Friday, 10th Nov. at 11 a.m.

IYO MARU ... Sunday, 3rd Dec. at 11 a.m.

MARSHILLES, LONDON &amp; ANTWERP via Singapore, etc.

SUWA MARU ... Wednesday, 25th Oct. at 11 a.m.

FUSHIMI MARU ... Wednesday, 8th Nov. at 11 a.m.

AMBURG via LONDON, ROTTERDAM

DAKAR MARU ... Tuesday, 7th November.

LIVERPOOL via MARSEILLES.

TAMIMA MARU ... Friday, 10th November.

SYDNEY &amp; MELBOURNE via Manila, etc.

AKI MARU ... Tuesday, 14th Nov. at 11 a.m.

TANGO MARU ... Tuesday, 19th Dec. at 11 a.m.

NEW YORK via PANAMA.

MAYABASHI MARU ... Saturday, 28th October.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES via Cape.

DOMBAY via Singapore, Penang &amp; Colombo.

TAMBA MARU ... Friday, 27th October.

CALCUTTA via Singapore, Penang &amp; Rangoon.

YAMAGATA MARU ... Monday, 30th October.

NAGASAKI, KOBE &amp; YOKOHAMA.

KAWACHI MARU ... Friday, 17th Nov. at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

KAWACHI MARU (Omitting Shanghai) Saturday, 28th Oct.

YOKUSHIMA MARU (Calling Nagasaki) Monday, 30th Oct.

For further information apply to—**NIPPON YUSEN KAISHA.**

Tel. Central Nos. 292 &amp; 293. K. H. KAMEI, Manager.

**DODWELL & CO., LTD.**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON FOR NEW YORK &amp; BOSTON.

S.S. "KENDAL CASTLE" Sailing on or about 15th Nov.

S.S. "WRAY CASTLE" Sailing on or about 15th Dec.

## LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENEZIA" Sailing on or about 6th November.

For BRENDISI, VENICE &amp; TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" Sailing on or about 28th October.

S.S. "VENEZIA" Sailing on or about 25th November.

Passengers' Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMLAZI" Sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

**DODWELL & CO., LTD.**

Telephone Central 1030. Agents.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
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This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

(JOHN SWIRE &amp; SONS, LTD.)

Telephone Central No. 36.

**"ELLERMAN" LINE.**

(Ellerman &amp; Bucknall S.S. Co., Ltd.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

OUTWARDS.

"City of Paris" 10th Nov. S'hai, Kobe &amp; Yokohama.

HOMEWARDS.

"City of Oran" 1st Nov. Genoa, L'don, A'werp, R'dam, H'burg.

PASSENGER SERVICE.

"City of Paris" Mid. Dec. Marseilles &amp; London.

"City of York" Beg. Feb.

"City of Simla" Mid. March.

"City of Poona" Mid. April.

Subject to change without notice.

For further particulars apply to

**REISS & CO.**

CANTON.

**THE BANK LINE, LTD.**

(Tel. Central 80).

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailings
MANILA	Loongsang Fri.	27th Oct. at 3 p.m.
HAIPHONG via Hoihow Mingsang Sat.		28th Oct. at 10 a.m.
N'ebang via Shanghai, Waishing Sat.		28th Oct. at 4 p.m.
TTAO via S'hai & S'hai Wingsang Sat.		29th Oct. at d'light.
BANGKOK via Swatow Drufar Tues.		31st Oct. at 10 a.m.
TTAO via S'hai & S'hai Kwongsang Thurs.		2nd Nov. at 10 a.m.
HAIPHONG via Hoihow Leesang Fri.		3rd Nov. at 10 a.m.
TIENTSIN	Cheongshing Fri.	3rd Nov. at noon.
BANGKOK via Swatow Childar Tues.		7th Nov. at 10 a.m.
BANGKOK via Hoihow Chunsang Wed.		8th Nov. at 11 a.m.

**CALCUTTA LINE**—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returns from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. **SHANGHAI LINE**—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE**—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

**HORNEO LINE**—Fortnightly sailings to and from Sanakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

**TIENTSIN LINE**—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo. **BANGKOK LINE**—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Thursday, 10th Nov. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

**JARDINE MATHESON & CO., LTD.**

Telephone Central No. 215. General Managers.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To Sail
H'HOW, P'HOI, H'PHONG, Kaifong		27th Oct. at 7 a.m.
SHANGHAI & TSINGTAO, Sinkiang		28th Oct. at 9 a.m.
W'WEI, CHEFOO & T'HSIN Kueichow		28th Oct. at noon.
MANILA, CEBU & ILOILO Tean		28th Oct. at 4 p.m.
SHANGHAI, Cheking		29th Oct. at 9 a.m.
CHEFOO & NEWCHOW P'hai		30th Oct. at 4 p.m.
SWATOW, H'HOW, S'PORE Chihua		30th Oct. at 10 a.m.
SAIGON, Shansi		31st Oct. at d'light.
SAIGON, Wuhu		31st Oct. at d'light.
SWATOW & BANGKOK, Kiangsu		31st Oct. at 10 a.m.
SHANGHAI & TSINGTAO, Yinchow		31st Oct. at 4 p.m.
SHANGHAI, Chihli		31st Oct. at 4 p.m.
SWATOW & SINGAPORE, Kaying		1st Nov. at 10 a.m.
AMOY & SHANGHAI, Suiyang		2nd Nov. at 7 a.m.

**SHANGHAI LINE**—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

**BANGKOK LINE**—Weekly service to and from B'kok via S'wai.

For Freight or Passage apply to:—

**BUTTERFIELD & SWIRE.**

(JOHN SWIRE &amp; SONS, LTD.)

AGENTS.

Telephone Central No. 36.

Cargo and baggage can be insured at the above office.

**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. S. Turnbull	FRI. 27th Oct. at noon.
Hailong	W. C. Parmore	TUES. 31st Oct. at 1 p.m.
Hailong	J. S. Thomson	FRI. 3rd Nov. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**NANYO YUSEN KAISHA.**

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG &amp; JAVA.

For Batavia, Samarang &amp; Sourabaya.

S.S. CHERIBON MARU Sailing on or about 27th Oct.

For Moji, Kobe &amp; Yokohama.

S.S. SAMARANG MARU Sailing on or about 7th Nov.

For further particulars please apply to:—

**T. WATANABE,**

Tel. Central No. 2306.

Second Floor, Prince's Building.

SHIPPING NEWS.

MANILA FREIGHTS.

Messrs. Warner, Barnes & Co. Ltd. Manila, in their latest circular to hand, state:—The China Coast market has quiet. Although tonnage of all sizes is plentiful, rates are unattractive. Saigon to Hongkong rate remains at 25 cts. Hongkong currency. No charters of local tonnage reported. The Am. str. "Paco Figueras" 4,156 tons gross, 2,695 tons nett, has been sold to Japanese buyers on private terms.

SHANGHAI FREIGHTS.

Messrs. Wheelock and Co., Shanghai, in their circular of 19th Oct. state:—

The Export trade from China to Europe and America is still as stagnant as ever, if anything, the situation is worse as the tea season is now practically over. Coastwise—Although this market has been quiet for the past fortnight, there are indications that a general improvement may be looked for within the next few weeks.

CLYDE SHIPBUILDING OUTLOOK.

Speaking at Clydebank, Mr. Donald Bremner, late of Messrs. Dunlop, Bremner and Co., shipbuilders, Port-Glasgow, said the coming winter would probably be the worst yet experienced in shipbuilding. The industry was, he said, suffering from over-production, and there were miles of good second-hand ships in American and other ports that could be purchased cheaply. If every shipyard on the river had its stocks filled with merchant vessels there would still be many former shipyard workers idle. It was naval work that was the backbone of the work of the larger yards, and fewer men were required in the building ton for ton, of a merchant vessel than of a battleship. He expressed the belief, however, that the Clyde shipbuilding industry would survive the present dark spell, as it had survived previous similar periods.

U.S. LINERS' BILLS OF LADING.

The Dutch Association of Grain Merchants is raising objections to a clause in the bills of lading issued by the American Black Diamond Line which reads: "Also in case any part of the goods cannot be found for delivery during the steamer's stay at the port of destination, they are to be forwarded by the first opportunity when found, at the carrier's expense, the steamer not to be held liable for any claims for delays or otherwise." The clause is not lawful. Yet the clause is incorporated in bills of lading issued by U.S. steamship companies affiliated to the United States Shipping Board. A recent judgment of the Rotterdam Tribunal also declared the clause was unlawful. The association of holders of bills of lading have approached the United States Shipping Board to abolish the clause. If this effort proves futile the Dutch merchants threaten a boycott of the steamship companies inserting the clause in their bills of lading.

SMALL STEAMERS.

There is still a large number of small steamers, wooden steamers and sailing vessels in Japan, most of them built during the war boom. After the war, when the shipping depression grew serious, wooden steamers decreased in number rapidly, due to the large expense for repairs and the high rate of insurance. The small wooden vessels (300 tons to 1,500 tons) at the beginning of last year were as follows: Wooden vessels—130, of 300 tons to 500 tons aggregating 31,371 tons; 155, of 500 tons to 1,500 tons, aggregating 112,201 tons; total—285, of an aggregate of 164,572 tons. The sailing vessels with auxiliary engines were 52 in number and 25,099 tons in tonnage. Small iron steamers are also decreasing in number year after year owing to the fact that the expense of running them is comparatively high compared with their capacity, though the freight rate may be more or less higher than that of large-sized steamers. At the beginning of last year, there were 322 steamers (315,107) of under 1,500 tons. Thus there were approximately 660 (520,000 tons) steamers and auxiliary vessels generally known in the shipping market as small vessels. The losses of these vessels by maritime accidents are estimated at 20,000 tons per year. No wooden vessels are being built and the construction of small-iron vessels is dwindling owing to the high cost of repairing them. Thus small-sized vessels are disappearing from shipping.

operations must be undertaken at their own risk.

gent of deceased's fellow wardens of the Yacht Club.

"Little Ha" and other roles.

in hand.

